

USAC RENEGES, GETS HOT BLAST

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MOTOR RACING

Vol. I—No. 13



Los Angeles, Calif.

(Published Bi-weekly)

April 6-13, 1956

Price 10c

WORLD CHAMPION FANGIO TROUNCES FIELD IN 12-HOUR SEBRING RACE

See Page 1



John P. Shea-Florida Photographic Associates

IT'S FANGIO AGAIN—The Old Master, Juan Manuel Fangio of the Argentine, hurtles his red factory 3422cc Ferrari at an average speed of 84.006 mph to win the 12-hour Grand Prix of Endurance classic at Sebring (Florida)

last March 24. His co-driver was Eugenio Castellotti of Italy. Fangio outsmarted the D-Jag competition (?), toying with Mike Hawthorn, who was finally forced out with no brakes. They covered 194 laps around 5.2-mile course. Victory was by a comfortable margin of two laps.

MOBILGAS ECON. RUN RESULTS

See Page 1

Auto Race Great Ralph DePalma Laid to Rest

REQUIEM MASS was said April 3 for Ralph DePalma, one of the greatest automobile racers of all time. Burial followed in Holy Cross Cemetery, Culver City.

DePalma, 73, died of cancer March 31 at his South Pasadena home.

A native of Italy, DePalma came to this country with his family when he was 10 years old. He started racing in 1907.

Winner of the Indianapolis Speedway classic in 1915, DePalma won the AAA national championship in 1912 and again in 1919.

Associated with General Petroleum since 1946, DePalma had spent the past 20 years in research, engineering, design and public relations for auto, oil and aircraft companies.

DePalma worked into auto racing from bicycles and motorcycles. His Indianapolis victory was achieved at a then record of 89.34 miles-per-hour.



RALPH DE PALMA

Five short years later, he had piloted one of his special racers at 149.875 miles per hour. He was considered the "world's fastest human."

Survivor of numerous wrecks, DePalma was seriously injured only once, when he was thrown from his car at a Milwaukee track and impaled on a short, sharp corn stalk. He spent 11 weeks in the hospital recovering.

During World War I he was a flying instructor, teaching at McCook Field, Dayton, Ohio.

DePalma estimated he had earned \$1,500,000 during his 27-year racing career. He retired from competition in 1934. He said he had won 2557 of his 2889 races.

His other titles included the national dirt track championships in 1908-11, Canadian championship, 1929; Vanderbilt Cup, 1912 and 1915, the Elgin National road race, 1912, 1914 and 1920.

Chrysler Imperial Wins Mobilgas Economy Run

By Gus V. Vignolle

COLORADO SPRINGS, Colo., March 22.—America's champion highway driver is a 26-year-old Korean war veteran from Inglewood, Mel Alsbury, Jr., who today accomplished what his father had been trying to do for six years—win the Mobilgas Economy Run.

It was a distinct upset as young Alsbury, driving a heavy and costly Chrysler Imperial Southampton, won the coveted sweepstakes award by turning in 61.37 ton miles per gallon and an actual 21.04 miles per gallon.

He also captured the high-priced class award in the longest

Turn to Page 10 for complete chart showing all finishers and photos of winning cars in all classes.

run in Mobilgas history—four days and 1,468 miles from Los Angeles.

The elder Alsbury, Hollywood Chrysler dealer, had entered cars in the run for six years. He could hardly contain himself here this beautiful morning in front of the elegant Broadmoor Hotel, where the classic run came to a glorious climax.

CLASS BY ITSELF

Nobody could touch the Imperial, pound for pound (it weighs 4,580 pounds, lists at \$5,618.) Ton mileage is computed by multiplying the car's weight by miles, divided by gas consumed.

Opening leg from Los Angeles to Las Vegas saw Alsbury open up a margin of almost 10 ton-

(Continued on Page 10, Col. 5)

USAC Reneges

(Read Maury Powell's "Racing Pow-Wow," Page 2)

OVERTLY REVERSING its one-month-old stand on throwing its doors wide open to all race drivers regardless of affiliation, the U. S. Auto Club, successor to AAA's Contest Board, has ordered a quick halt to members' participation in any event not sanctioned by USAC.

The following telegram was received last week by Roy Ross, director of racing for United Racing Association, from Duane Carter and Lujie Lesovsky, racing director and Western Supervisor, respectively, of USAC:

(Continued on Page 11, Col. 3)

Arizona Sports Car Race Slated May 6

TUCSON, Ariz., April 4.—The progressive, wide-awake Southern Arizona Sports Car Club will stage its second annual sports car races May 6 at Wilcox, Ariz., it was announced today.

For entries and other information, drivers are requested to write to P. O. Box 6398, Tucson, Arizona. Competition will be for drivers over 21 years of age.

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WINNER AND NEW CHAMPION!—Mel Alsbury Jr. brings the Chrysler Imperial Southampton across the finish line at the Broadmoor Hotel in Colorado Springs to win the Sweepstakes

Championship in the Mobilgas Economy Run. The amazing performance of the Imperial started the opening day when Alsbury jumped into a commanding lead of nearly 10 ton miles per gallon.

Easy for Fangio at Sebring; McAfee - Lovely Place 7th

Ferraris Nab 1st, 2nd

By Special Correspondent

SEBRING, Fla., March 24.—The Old Master, balding, 45-year-old Juan Manuel Fangio of the Argentine showed America today why he is world's champion Grand Prix race driver.

He outdrove and outsmarted a top field of European and American drivers here to win the

Turn to Page 8 for complete chart of Sebring race, with data on non-finishers.

12-hour Grand Prix of Endurance in a works 3.4-liter Ferrari.

Fangio, teamed with Eugenio Castellotti of Italy, set a new record, averaging 84.066 mph and covered 194 laps in 1,000.08 miles around this brutal 5.2-mile airport course that became a graveyard

(Continued on Page 8, Cols. 1-2)

Motoracing Experts Head for Europe

BEGINNING THIS MONTH the racing action in Europe will be roaring.

It'll be a steady stream of major events through the end of 1956—all of the world drivers' championship events, from the Monaco Grand Prix through the Spanish Grand Prix.

Then successively such headlining classics as the Targa Florio . . . Mille Miglia . . . Nurburgring . . . Le Mans . . . Tourist Trophy . . . plus internationally famous rallies.

And on the scene at most of these events will be two of MOTORACING'S correspondents to bring readers the inside story.

They are W. Robert Nitske, noted author of the "Mercedes Benz Story," and whose column, "The European Scene," is a regular MOTORACING feature, and Henry N. Manney III, whose riotous humor yarns have proved a big hit.

Both left last week for Europe. They'll be sending their reports soon.

Watch for them in MOTORACING.

HENRY N. MANNEY



THE CHAMPION—Juan Manuel Fangio, the world's champion, comes into the pits during the 12-hour Enduro at Sebring (Florida) last March 24. The Argentine ace drove the 3422cc works Ferrari to victory with Eugenio Castellotti of Italy. They averaged 84.066 mph.

• Racing Pour-Wow

By Maury Powell

USAC LEAVES SPEED WORLD HOLDING THE OLD SACK

RATHER BROAD hints in previous meanderings in this speed teepee that all was not kosher insofar as USAC's "no outlaw" rule, announced with a vociferous fanfare several months ago, have borne fruit—rotten fruit.

All the USAC moguls spoke at the outset in glowing terms about the bright future of racing—USAC in particular—and AAA's long-hated term of "outlaw" as applied to persons participating in non-AAA events was purportedly stricken from the vocabulary.

The hotshots went about their tasks of eliciting application fees from URA, NASCAR and other groups. They were benevolent expressions and you almost could see the self-applied haloes around their heads.

Many non-USAC officials, drivers, mechanics and car owners poured in their monies for licenses in the belief that a new era had dawned for racing. The millennium had arrived. Man, wasn't it wonderful—NO MORE OUTLAWS!

CARTER TIPPED HIS MITT

Then, all at once, we hear rumblings that inside agitation is causing reconsideration of the "no outlaw" rule. USAC Secretary-Race Director Duane Carter himself tipped his mitt, as reported in this teepee last issue, that "in order to protect the drivers from themselves," certain steps were going to be taken.

Man, they were taken, all right.

Right back to the good, old "nyah, nyah, you're an outlaw!" days of AAA!

So, within the shrunken space of four months, we find USAC doing a complete about-face and reneging on a setup that was to solve many of the problems for racing. For us here in the West, it would have meant that CRA and URA, two good outfits that are excellent training grounds for up-and-coming drivers, could feature, on occasions, some of the USAC hotshots. By the same token, the upstarts could once in a while try their luck against the veterans and pick up some tips in actual competition that you can't get out of books.

THE '500' SERVES AS WEAPON

The "open competition" setup would have assured fans and promoters of an ample supply of topflight cars and drivers in regions where so-called "outlaw" outfits, such as CSRA, ARDC and IMCA, were struggling.

How lucky USAC was to have inherited the Sword of Damocles that hangs heavy over every topnotch driver—the Indianapolis "500!"

Without that juicy plum to dangle over them and keep them in the USAC fold 100 per cent—many insiders believe that USAC would fold up like Dick Contino's accordion.

Which leads us to another observation—we think Duane Carter personally is the nicest guy on Mama Earth. You couldn't find a squarer shooter, a more affable chap and one who's learned the racing trade from the ground up, the hard way.

All that to the contrary notwithstanding—he's not the man for the important posts he now occupies.

Duane, we hink, is too darn nice. We don't think he can say "no" to some of the jokers he's exposed to, and who are pressuring him to have things sewed up neatly for their own personal benefit.

STRONG RULING FORCE NEEDED

One of the pressure boys is a former "outlaw" group president who turned AAA back in about 1947. This chap had some good race cars built and Duane won the AAA Midwest championship with one in 1950.

USAC needs a good, strong ruling force; a man who can deal with the pressurizers for racing's overall good; a man who's quite a politician but without the phoniness of a politician; a conniver of the first water, but without the crookedness of most connivers; someone who knows the problems of promoters, drivers, car owners, mechanics and can deal fairly and squarely with all.

In short, a Branch Rickey, or Fiorello LaGuardia or J. Edgar Hoover type of person—a "czar."

Until this person is found—it's USAC that'll be "outlaw," not the many other racing groups in this wonderful country of ours!

★ SPORTS CAR-TOON ... by Bill Harmer



'WHERE THE H— IS THE REST OF YOUR CAR?'

MOTORACING

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LETTERS to the Editor

REAR ENGINES FOREVER!

Like all critics of the rear-engined cars, Mr. Barlow follows the same line—the "old saw" of oversteer, difficulty of design, lack of "cargo space," etc., etc.

It reminds me of a group of scientists, who by careful calculations and a priori deductions, concluded that the bumble-bee could not possibly fly. The bumble-bee weighed too much for its wing-span, its wings were not properly located, etc., etc. But, did you ever clock a bumble-bee? It is amazing how they flit from flower to flower.

One has only to read the Road Race Reports to learn how well the rear-engined car flits ahead of the conventional type of car—in class and out of class. There must be something to all this.

Please tell me, what car does not have over-steer, or under-steer? And pray tell me, which is worse? To drive a Porsche is to experience a new form of motoring, so refreshingly different it is from the usual run of vehicle, transmitting little trace of over-steer. Practically every car, having swing axles, produces some tendency to over-steer. Even this is subdued in the latest models.

Having driven rear-engined cars for more than 50,000 miles on road and track, I find no difficulty in controlling the car on straights, esses or corners. On streets no more skill is required than driving the old family mare hitched to the surrey with fringe on top.

With an 800-pound engine fitted to the rear of an unbalanced car, a problem could arise—just as it does with the family sedan with front engine. But we are speaking of engines with only weights of 100 to 160 pounds. I see where they offer no problem at all.

Why all this hassle? It can only mean that people will avoid buying them—and miss a lot of fun. There is no doubt that something must be done to stop the avalanche of buyers of rear-engined cars. Bless them—I wouldn't trade mine for a flock of Detroit monsters or any other brand.

Robin Johnson,
Glendale 4, Calif.

WORD FROM SCODA

May I congratulate you on your most interesting newspaper!

Your coverage is excellent as are most of your columnists.

I, as a professional, find your neutrality toward the professional amateur sports car racing controversy indeed refreshing. Here in the East we run most of our professional sports car races on ovals. Enclosed is one of our spec sheets and copies of our purse-payoff system. We have many fine auto rac-

(Continued on Page 11, Cols. 1-2)

THE DUKE WONDERS...

IF THE automotive world won't see a small displacement sports car coming from the Cunningham factory, now owned by John Shakespeare, within the year?

What automotive newspaper columnist goofed on one of the biggest stories of the year by talking before things had jelled?

What sports car driver is going to have to crack down on his pit personnel so they won't get their passes jerked again for passing them over the fence?

Whether it's really true that a persona non grata of the club competition world is trying to guild the lily by installing fuel injection on Ferraris and Maseratis?

Why a driver, disqualified at a recent SCCA event, was given a pat on the head and a trophy when his car was so obviously non stock that even the greenest spectators spotted it?

If the wholesale technical crackdown at Santa Barbara wasn't caused by the fact that part of the list of violators mentioned in this column during the last few weeks has fallen into the hands of an official with a mind of his own?

How many people know that a Northern Formula III enthusiast is making headway in his attempt to get bank financing for JAP engines for home-builders?

Whether it wasn't just a little small of the officials to ignore Al Torres' request to inform the crowd that he was starting his job at the Los Angeles International Raceway when they announced his retirement?

If the CSCC's get-tough policy at Santa Barbara is for real or whether the pardoning of a vociferous driver, who told off officials in no uncertain terms, is an indication that it's a one-shot deal, with things returning to the conversational level for future events?

Whether it's true that the cam being used in the Buick-Kurtis is a special grind that Sam Hanks conned Buick officials out of when he was back at the factory?

When that instruction booklet on rallying being produced by Cal Sales will be available to Aficionados?

If a certain lanky restaurateur didn't go to Sebring because of word from back east that he might be able to secure a ride?

Whether a certain stable owner's sudden love for Maseratis wasn't caused more by a beef with Ferrari officials than by basic affection for the second Italian bomba?

If a big local distributor isn't secretly preparing a three-car team to invade professional sports car racing once it gets on relatively solid ground?

What widely-known and partially-despised columnist contemplates racing a mystery modified bomb?

If it's true that feeling is running so torrid among Triumph TR-3 and Austin-Healey owners that a special match race is now in the process of being lined up?

If the Department of Motor Vehicles isn't ready to lower the boom on some racing cars that have no registrations?

If Tony Bettenhausen didn't earn the title of the world's "meanest" race driver for consuming a huge serving of pie a la mode (double portion of ice cream) in front of Troy (Thinman) Rutman, who continued his diet with a non-caloric serving of black coffee at a local ice cream parlor?

Why the CRA sprint car and roadster brigade doesn't wise up and clean up its equipment and personnel so that they would make a better showing for fans and tempt more promoters to book them?

Why a certain motorcycle racing promoter in the Southern Cal area had to post a bond before he could get an AMA sanction? And how much longer he's going to fool the cycle riders after his maneuvering at Gardena Stadium forced cancellation of someone else's plans to revive Class A racing on a high level there?

If USAC will offer, or be forced into, returning money to drivers, owners and mechanics who joined up in the belief that USAC would adhere to its announced 'no outlaw' policy on which it has just reneged?

If the Menlo Park "stinker" is aware of the true ages of the two sports car drivers which she (?) mentioned in her postcard to MOTORACING?

If the distributor here of an English marque is aware that people are beginning to direct their beefs to the factory because of his insolent and haughty attitude and his failure to make sense when parts of a late model were requested?

What Phoenix promoter got the shock of his life when a demure, dowager-type lady snapped his suspenders in The Flame, a popular Phoenix restaurant, while she was en route to the powder room?

Who was the NASCAR race driver who got himself into a jackpot with the authorities for attempting to smuggle a burro to his second-floor hotel room, first via the elevator, then up the stairs?

Why USAC, NASCAR and other racing outfits don't put more emphasis on filing of CORRECT and EARLY entries so that promoters and/or their publicists can handle campaigns properly? And how about these drivers whose car owners list them in usual fashion, only to have said drivers hit up the promoters for appearance deals on threats of not appearing—AFTER the promoter already has advertised them?



Vignettes

by Gus V. Vignolle

'AMATEUR' RACE PROMOTER POPS OFF—AND IT JUST IRRITATES

RACE PROMOTER Joseph Weissman—and don't EVER, EVER let anyone tell you he isn't a race promoter—had better get off his high horse, forget that he is racing's "Little Caesar" around here and knuckle down.

Actually, there is little or no difference between a professional race promoter and an "amateur" promoter, such as Weissman, who is now wearing the brass knuckles as president of the California Sports Car Club.

Personally, I have nothing against promoters, all of whom are out to make a buck either for themselves or the organizations they represent, be they profit-making outfits or non-profit clagues.

Weissman, like a lot of other jokers around here, just happened to irritate me and a lot of other people at the last Santa Barbara races, which, like Torrey Pines, drew tremendous crowds and made a lot of scratch.

A couple of Santa Barbara newspapermen, noting a violent Weissman outburst, asked, "What gives with this guy?"

CSCC SPENT LOTS OF ADVERTISING MOOLA

The races on Sunday were scheduled to start at noon. The CSCC spent a LOT of moola in newspaper and radio advertising in both L.A. and Santa Barbara. In all cases the starting time was noted as 12 noon.

This observer happened to be at the Santa Barbara Race Committee meeting when it was announced that a consolation whirl was being added on Sunday. But NOTHING was said about advancing the starting time.

So they started the races at 11:30—and a lot of people let out a howl. Even the Santa Barbara newsmen didn't like that shot. So I asked Promoter Weissman, "How come?" And that was when he had his little tantrum, bellowing, "You knew about it—you even had it in your (censored) paper!"

Nothing in MOTORACING ever said the races were starting one-half hour earlier, only that a hooligan race had been added.

With that, Promoter Weissman wheeled and bolted. He made a fine impression with the newsmen who happened to be with me at the time.

There are many, many other things I can add, but I won't—at this time.

ALAN THREATENS TO DO SOME ROUSTING

And on the other side of the fence a CHARACTER by the name of Duane Alan of the L.A. Region of the Sports Car Club of America has left word with our Anne Evans that he's going to roust me when I go to "his corner" at the next SCCA race (whatever the h— that means).

Alan, you will recall, is the guy who is simply crazy about Ken Miles and about whom I wrote in the last issue.

Tell you what—why wait until the next race? That's right! And you can bring Weissman with you!

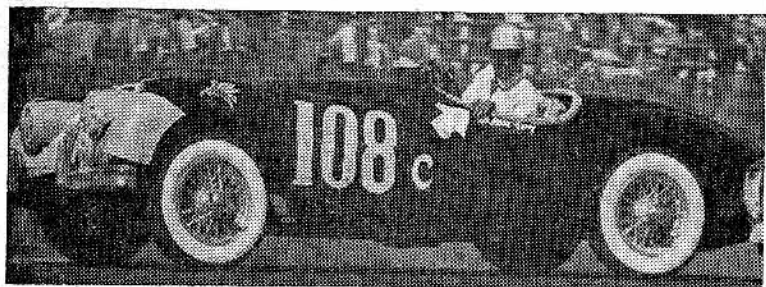
Now for some sunshine. The only hope I see for the SCCA around here is when Lindley Bothwell becomes president. Seriously. He is now executive vice-president, and if they don't elect him prexy next round (or sooner), it will be the greatest mistake ever made.

The man has class and he thinks, which is in the nature of news around here. I had occasion to spend some time with him last week when we were up in Colorado Springs for the Mobilgas Economy Run. It was truly refreshing to talk to someone as sincere and honest as he is.

Believe me, the ONLY time peace will come between the CSCC and the SCCA will be when Lindley Bothwell is at the helm—and not until. That's a prediction.

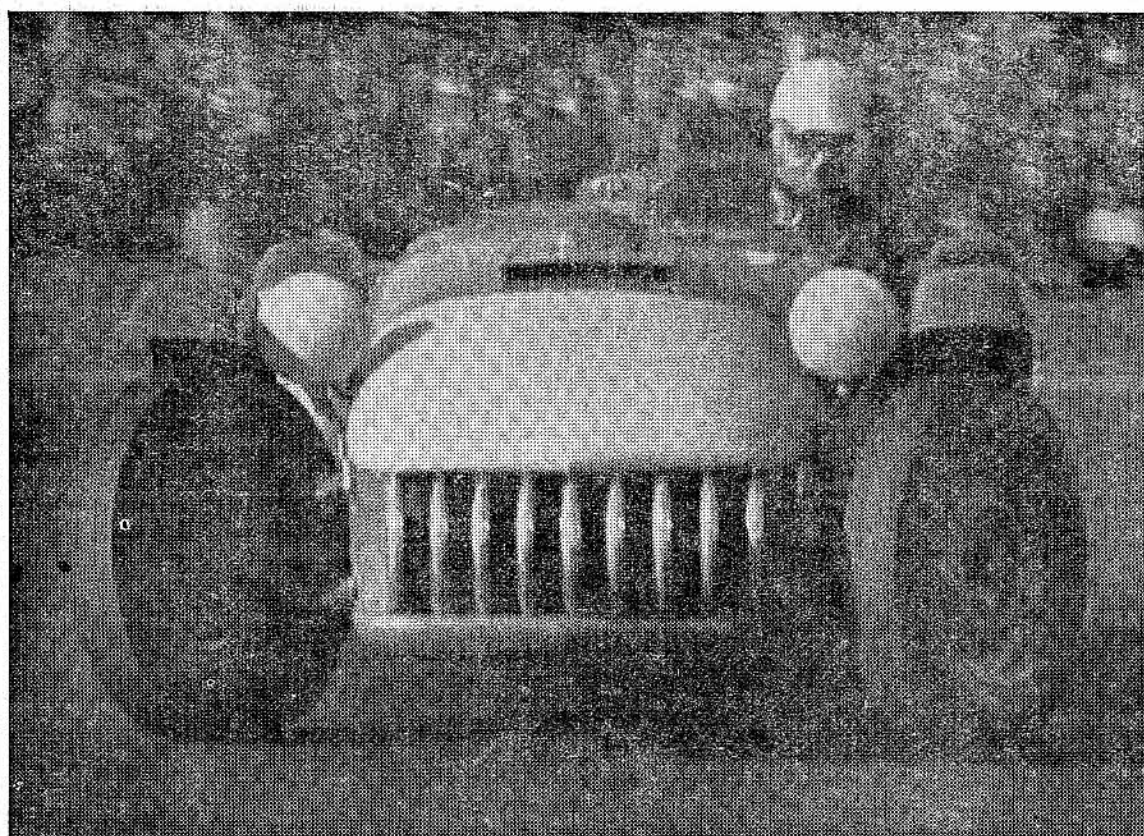
BENCH-RACING EVERY SINGLE NIGHT

GOODIES—Eddie (God Love Ya) Russell, head man at Coach & Horses, says they have bench-racing there every night. What a



HANG ON, BOY!—Coming out of turn 9 at Santa Barbara in his Jag XK140, "High School Harry" Givens, the Coach & Horses mixologist, had to hang on for dear life (not arrow) when he found his safety belt had loosened. He was forced out later when car boiled.

terrific spot! That's where we ran into "High School Harry" Givens (see photo above), Ruth Pembroke and even Psycho, all of whom talk of nada but sports cars. Cal Howard, of course, was there. And with a sane suggestion—install safety belts on all bar stools . . . Nice meeting Josh Hogue, the San Francisco Chronicle sports car expert, in Colorado Springs and exchanging notes . . . John Edgar bought the works Porsche Spyder that took 6th at Sebring from Baron Van Hanstein. It was a steal. Lighter, stronger frame, bigger brakes and other factory goodies. He left his Porsche back there to sell. John didn't accept the gelt for Jack McAfee's and Pete Lovely's top efforts; he's sailing for a raft of spiffy trophies instead . . . Rolf Wuetherich it was who had his Porsche in such fine shape . . . Both he and Joe Landaker came in for fine silverware from Edgar . . . Fitch had some Southland metal on his Corvette at Sebring—Halibrand magnesium wheels and spot disc brakes . . . Have you noticed the sensational job being done with the Morgan Plus 4 by Bob Oker, Bill Freedman, Dan Levitt, Bob Bondurant and Jackie Glorfeld? . . . And is Bill Pollack wild over the terrific Alfa Romeo Giulietta! More on this later . . . Rudy Cleye sails for a 3-liter Maserati this month.



WATCH IT!—Bob Smith's big Cad Kurtis goes into a spin on turn 9 at CSCC Santa Barbara races. He righted mount to continue and finish

fifth overall in the main event and second in class B. In Saturday's big-bore he placed seventh overall. Ernie McAfee was the victor in both races.

Race Card Stage Set For Pebble

PEBBLE BEACH, April 4.—The 7th Annual Pebble Beach National Championship Sports Car Road Races, scheduled for April 22 over the tricky, tree-lined Pebble Beach course, will have as general chairman Kjell H. Qvale, well-known San Francisco businessman and sportsman. James Rowland Lowe, regional executive of the Sports Car Club of America, sponsoring group, and Clark McCartney, race coordinator for the SCCA, are working with Qvale on the event. Proceeds benefit the Heart Association.

Highlight of Saturday afternoon, April 21, is the Concours d'Elegance held on the terrace between Del Monte Lodge and the 18th green of the famous Pebble Beach Golf Links. This event has become known as the most beautiful Concours of its kind in the world. Clyde N. Young in charge of arrangements.

10 A. M. START

Sunday morning, April 22, the first race for Production cars under 1500 cc will get under way at 1 a.m. (15 laps); followed by another 15-lap race for Production cars over 1500 cc.

At 12 noon there will be a five-lap Vintage Car Race, featuring such magic names of old Vanderbilt Cup Races and American Grand Prix Cars as 1914 National; 1910 Benz, formerly driven by Barney Oldfield; 1910 Pope Hartford; 1909 Mercedes, formerly owned by Vanderbilt, and a 1910 Simplex used in the 24-hour races at Brighton.

TWO 100-MILERS

At 1 o'clock the Pebble Beach Cup Race for cars under 1500 cc will get under way for 100 miles over the 2.1-mile circuit. First, second and third places will be eligible to run in the Del Monte Trophy Race at 2:30 for cars over 1500cc. This also is a 100-mile race.

At press time, a requested list of entries had not been submitted to MOTORACING.

VALLEJO RACE APRIL 22

Among United States Auto Club stock car dates for half-mile and mile tracks for 1956 is one on April 22 at Vallejo, Calif. Stock car dates on the short tracks will be announced in the near future.

Lou Moore, Noted Race Figure, Succumbs at 52

ATLANTA, April 4.—Final rites were held last week for L. H. (Lou) Moore, 52, who owned or built five Indianapolis Speedway championship cars. He died at Grady Memorial Hospital here March 25 after suffering an intracerebral hemorrhage.

PEBBLE BEACH SCHEDULE

SATURDAY, APRIL 21
8:00-12:00—Registration and Safety Inspection.
12:15—Drivers' Meeting.
12:30-5:00—Practice.
11:00-5:00—Pebble Beach Concours d'Elegance (DEL MONTE LODGE).
SUNDAY, APRIL 22
10:00—First Race (Production cars under 1500cc 15 laps).
11:00—Second Race (Production cars over 1500cc 15 laps).
12 Noon—Vintage Car Race (5 laps).
1:00—Pebble Beach Cup Race (cars under 1500cc—100 miles).
2:30—Del Monte Trophy Race (cars over 1500cc—100 miles).
7:00—Victory Dinner—Del Monte Lodge.
(After 12 o'clock direct all traffic to Pacific Grove or Monterey Peninsula Country Club gates in order to avoid congestion at other gates.)

Moore was a onetime race driver and a popular Indianapolis racing official. He had retired to the mechanical end of racing, being a member of the engineering department of Pontiac Motor Division at the time of his death.

Moore's first winner in the Indianapolis 500 was in 1938 with Floyd Roberts driving. Later, Mauri Rose won for him in 1941, 1947 and 1948 and Bill Holland in 1949.

He was born in Hinton, Okla., but had lived in California most of his life. He was connected with racing since 1923 and raced in many countries.

A widow and two children in Indianapolis survive.

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Up the Straights

By Jim Mourning

BOULEVARD NUVOLARI FREAKS UNDO GOOD ALREADY DONE

LEAVE US stop to consider that weird bit of automobilia hereafter to be known as the Boulevard Nuvolari. Undoubtedly, you've seen him, particularly on the way home from the races.

He's the lad who wouldn't do anything so ridiculous as risk his paint job on a road racing circuit. But he apparently thinks nothing of risking both car and carcass as he bounds about the highways in what he fondly hopes is an imitation of a Grand Prix driver.

If the sports car world needs anything less than a hole in the sump, it's a wild-eyed lad who insists on ricocheting around the countryside at a time when heavy racing crowd traffic makes the going extra hazardous. Every time the Boulevard Nuvolari goes into motoring mazurka, he gives sports cars a good swift boot in the boot.

Despite progress already made, there is still a large segment of the U.S. motoring public that puts the sports car in the same class as a process server with halitosis. A second group are the Mugwumps, with their mugs hanging into a Triumph and the wumps behind the wheel of a Detroit job. Which of these groups is he trying to impress?

REAL GOOFBALLS

Obviously, he isn't going to make an impression on the already converted; they know the difference between skilled and unskilled labor.

Of course, he may just be in a hurry. But this somehow reminds us of the fanatic for saving time who stepped out the window of his offices on the 18th floor because he couldn't waste time waiting for the elevator. It's doing things the hard way.

Whenever a community opens its portals for a road race, all the members of the resulting sports car invasion are salesmen. They are trying to sell themselves, their beloved little bombs and their sport to

the automotive heathens. But it only takes one clown in town to undo all the excellent public relations work of a couple of dozen sincere aficionados.

It therefore behooves every real enthusiast to drop a hint, preferably properly punctuated with a tyre iron, to the effect that his game of high speed hopscotch in going unappreciated.

WHACK HIM GOOD

What if you can't catch him on the road to express your opinion in definitely picturesque language? Just wait until he pulls into some watering spot and tell him. He'll be easy to spot. He'll be the one sitting next to the grey-faced gal with the quivering lip and heart condition.

Then give him a schlock in the head!

How many of you caught that rare bit of automotive humor on the \$64,000 Question? when one of the contestants was told that he had reached the second plateau and would take home a Cadillac convertible even if he goofed, he took it calmly enough.

After a moment's thought, he agreed that this was probably a nice turn of affairs. "I've got a little Volkswagen," he said, "And I can park it in the back seat."

SOME REST FINALLY

CHICANES: After a hectic schedule of racing events, a slack period at last. May even get a chance to soak the callouses acquired in tooling back and forth to the various circuits . . . Things on the schedule have included a cocktail party at the Ed Freutels, honoring Colin Chapman, the designer of those sexy Lotus machines . . . Then a quick dash out to Willow Springs to watch a crew of top pilots put a couple of Tony Parravano's bombs through their paces . . . Finally, off to take a squint at a blown VW Special that should scare Pirellis off some of the local hot-shoes before the season is over.

DRAG RACING RESULTS

SANTA ANA—APRIL 1

A Roadster-Hassel, 75.18; Fuel Class-Heavy Coupe-Madden, 89.90; Gas Class-Light (OH)-Harris, 111.11; Heavy (FH)-Service Center, 97.0; Heavy (OH)-Williamson, 88.49; Strip (FH)-Waterworth, Forest and Sandoval, 112.35; Post War (FH)-Rust and Beal, 76.92; Post War (OH)-Carry and Wollen, 90.00; Open (OH)-Coombs and Sellers, 111.11; Open (FH)-Grego and Smith, 108.69; Sports Car (Small)-Shortblocks, 69.93; Sports Car Medium-DeCarlo, 75.75; Sports Car (Big)-Genie Southern, 85.47; Cycle Class-30-50 Gas-Landrum, 77.51; 30-50 Fuel-Short Cycle Shop, 84.34; 40-Gas-Mitobe, 76.93; 40-Fuel-Stags, 102.04; 61-Gas-Holland, 84.64; Stock Class-A-Rogers, 72.99; B-Adams, 72.99; C-Wildorke, 76.92; CX-Portiff, 83.33; CA-Miller, 76.92; CAX-Cornelison, 78.12; D-Higgins, 85.47; E-Potlond and Porter, 91.74; F-Ritchie, 88.49.

SAN FERNANDO—APRIL 1

Stock: A.S., Tom Abbott, 55 Ford, 74.93; B.S., Frank Garland, 55 Ford, 80.64; C.S., Mike Barnard, 56 Chev., 83.87; D.S., Al Dow, 41 Buick, 74.62; E.S., K. S. Pittman, 39 Buick, 78.19; F.S., Harry Emmer, 56 Chev., 89.64; F.P., Herbs Burger Inn, Stud. Hawk 56, 87.97.
Gas: A., Don Chuyser, 32 Ford Merc., 96.00; B., Tom Sandt, 32 Ford Olds, 94.04; C., Wayne Paria, 48 Ford Mer., 73.07; D., Dick Harrman, 51 Olds, 90.72; E., Walker, McIntee, Parks, 29 Ford Mer. sed., 93.36; F., Jim Miles, 34 Ford CR., 107.65; 11.91; I., Tony Wade & Jonathan, 32 Canf., 86.04; K., Mottter & Jensen, 29 Ford Mer., 98.25; P., Piston Slappers Gary, G.M.C., 292, 102.85, 15:00; R., Tab Worobieff, Chy., 121.78, 10.76.
Fuel: S., Koper, Buick Cord., 92.05; T., Dick Steel, T.M., 34 Ford Mer., 103.09; V., Vaughn & Scovill (Oilley) 29 Ford Mer., 111.66, 12.05.
Cycles: D., Ross Cumming, Ack 4 Sq., 92.30; E., Dwight Miller, Tri, 30.50, 96.00; G., Dubbel Trubel, 2 Tri, 117.96.
Sports: A., Don Bell, M.C.T., 68.18; B., Halvy Simod, Austin-Healey, 69.12; C., Siegfried Salat, Jag. Mod., 95.74.
*Denotes record.
POMONA VALLEY TIMING ASSN.
March 25
Gas Classes (Coupe/Sedan)—A., Sid-

ney Jeffries, Cad., 90.00; B., Robert L. James, Merc., 92.68; C., Thomas Bryant Jr., DeSoto, 88.63; D., Tommy Martin, Buick, 89.06.
Altered Coupe Sedan—B., Cheverton and England, Merc., 102.35.
Street Roadsters—B., Paul E. Rose, Merc., 81.00.
Roadsters—A., Groves and Paul, Olds., 114.35; B., Jim LaDuke, Merc., 92.00.
Open Gas—A., Joseph Garcia, Merc., 106.00.
Fuel Classes (Coupe/Sedan)—C., Marvin Pipes, Chev., 89.08.
Comp. Coupe/Sedan—A., Batrum and Belden, Merc., 110.00; B., Rod Bendors, Merc., 97.63.
Dragsters—A., Nacho Segura, Merc., 107.78.
Stocks—A., Al Higgins, Buick, 86.78; B., Robert James, Olds., 81.08; C., Hugh Sackelford, Olds., 78.12; D., Dick Lewis, Olds., 74.68.
Sports Car—A., H. L. Hutchins, M.G. Cad., 105.59; B., Johnny Watson, M.G., 58.60.
Cycles (Gas)—A., Bud Holmes, B.S.A., 101.10; B., Jefferies and Michael, 106.00; C., Doug Kirk, Hrl., 87.00.
Fuel—A., Bob Sirkegian, NSU, 110.70; B., Bob Thurston, NSU, 109.72.
Top Eliminator—Bob Sirkegian, NSU, 108.56.
Top Time—Paul and Groves, Olds., 114.35.

SANTA ANA—MARCH 25

Roadster—A-overhead, Bosch, 1:05.26.
A-flathead-Blevens, 1:04.84. D. Vahanian, 1:32.05. Fuel-Strip coupe, Rakels, 1:14.63. Heavy coupe-Road Rebels, 98.03. Gas-Light gas, Rurup and Lemcke, 100. Heavy gas—(flathead)—Itows Automotive, 1:05.26. Heavy gas overhead, Merpanian, 89.288. Strip gas (flathead), Allen and Vic, 114.94. Strip gas (overhead), Hart and McCanness, 121.95. Post War (flathead), Itows Automotive, 104.16. Post War (overhead), Beralt, 95.23. Open (flathead), Jarrett, 109.89. Gas (rail), Cox, 106.38. Fourbanger, Cochran and Hale, 109.89. Sports Car (small), Eliason, 58.88. Sports Car (big), Bare, 94.33. Sports Car (modified), Appell, 90.90. Cycles—30-50 Fuel, Cameron, 84.74. 40 gas, Dietz, 91.74. Stock—A. Stewart, 71.42. B. Bowen, 76.92. C. Biando, 79.36. CA. Haffman, 76.92. CX, Haggard, 84.74. CAX, Hanvey, 84.74.



Vignolle & Powell

FUN FOR ALL—One of the major parties of the season was the one given last week by Mr. and Mrs. Ed Freutel, Jr., honoring Colin Chapman of England at their San Marino home. Top row (left), Drivers Bill Pollack, Eric Hauser, Jim Peterson, Carlyle Blackwell, Jerry Austin; (right) Mary Heffley, Mr. and Mrs. Dick Van Laanen; center row (left), Photographer Bob Rolofson tweaks cheek of Driver Ken Miles; Mrs. Miles, Mrs. Rolofson; Writer Jim Mourning back to camera; (center) Colin Chapman, guest of honor,

and Stanley V. Hardy, British vice-consul (standing); Mr. and Mrs. Ed Freutel, Jr. (seated); (right) Chapman and George Buchanan; bottom row (left), the press: Jim Mourning, MOTORACING; Mr. and Mrs. John Bond, Road & Track; Wilson Springer, L.A. Herald-Express; (right) those darling "racing widows": (top to bottom), Mesdames Ken Miles, Carlyle Blackwell, Bill Pollack, Jim Peterson, Jerry Austin; (back row), Mesdames Frank Monise, Don Boberick.

CRA Big Cars Go at Phoenix

PHOENIX, April 4. — Same type engines slated to be prescribed for Indianapolis competition in 1957 will be featured on the California Racing Association's big cars which vie in a history-making program here Sunday, April 8, at Arizona State Fairgrounds.

Only the fastest 33 autos from an expected 50 entries race in the 100-mile feature.

Entries include numerous souped-up American stock engines. Indianapolis officials are wooing Detroit in no uncertain terms—and USAC Race Director Duane Carter has said stock motors will prevail in 1957 machines for the "500". CRA's cars are powered with full-bore Chevies, Mercurys, Dodges, Oldsmobiles, GMCs, Fords, Pontiacs and other stock motors fitted into bodies similar to Indianapolis autos.

Among Promoter Ernie Mohamed's probable starters are: Roy Prosser, Studebaker V8; Rosie Roussel and Cecil Burnaugh, Chevie V8s; Ford Walters and Paul Kamm, Dodge V8s; Frank Secrist, Chuck Hulse and Larry Hicks, GMCs; Cecil Pritchard, Olds; Gene Carpenter, Chrysler 6; Jack Jordan, Van Johnson, Jack Brunner and Norm Lee, Mercurys; Jim Woods, Ford 6; Jim Murphy, Buick V8; Don O'Riley, Hiss; Johnnie Wood, Winfield S.O.; Bill Jenkins, Pontiac V8; and Bill Dantzschler and Billy Cantrell, Offenhausers.

Qualifying is set 12 noon, the races at 2:30 p.m.

AUSTIN HEALEY CLUB RALLY

Austin Healey Owners Club announces a Green Hills Rally for Sunday, April 15, starting at 9 a.m. from Larry Finley's restaurant, Redondo Beach Blvd., just east of Crenshaw. The club's regular monthly meet will be held Thursday, April 12, 7:45 p.m., 7341 Willoughby Ave., Hollywood.

ENGLISH TRIALS CALLED OFF

Tears were the order Sunday for that gritty and enthusiastic coterie of English Trials folk when their third annual event was called off at the last minute.

Site of the Trials in Encino was deemed an extreme fire hazard by the Los Angeles Fire Dept., which nixed the deal.

A huge crowd was planning to attend, and it was unfortunate that word of the cancellation did not get around until late Saturday night, after many had made plans to take in the colorful English Trials, sponsored by the MG Club of America.

Club officials announced last week that tentative date for the event is April 29, by which time they hope the Fire Dept. will have reinvestigated the Encino area involved. Officials also offered apologies to the huge throng which turned out Sunday for the event.

DEATH AND . . .

William Berry, secretary-manager Keystone (Pa.) Automobile Club, predicts taxes will take more than a 6 million dollar bite from the nation's motor vehicle users' pocketbooks, but urges them to watch for instances where such tax money is diverted to other than highway or road construction.

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Colin Chapman Honored

One of the flossiest cocktail parties among the sports car set was the one given last week by Mr. and Mrs. Edward C. Freutel, Jr., at their San Marino home, honoring Colin Chapman, the English manufacturer and driver of Lotus racing cars.

Chapman had just arrived from Sebring, where he was an entrant in the 12-hour classic.

At the soiree, attended by many leading local drivers, Chapman announced the appointment of Jay Chamberlain as distributor for Lotus here.

The new distributor, who operates Jay Chamberlain, a foreign car service in Burbank, is one of the more popular Southland drivers. Until he began piloting a Lotus, he was a Jaguar driver. At the last Santa Barbara races he placed third in a Lotus Mk. 9 behind Ernie McAfee and Ken Miles in the first under-1500cc for modifieds, and the next day was 12th overall in the semi-main.

Among honored guests at the party was Stanley V. Hardy, British vice-consul in Los Angeles and a rabid sports car racing follower.

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• Checkered Flag

By Art Luring
Los Angeles Times Columnist

HARD TO FIGURE REASON FOR THAT BUICK-KURTIS ODD-BALL!

THERE SEEMS TO BE divided opinions insofar as Culver City Buickman Bill Murphy is concerned. This writer refers, of course, both to his ability as a race driver and the steed he persists in pushing during speed tournaments.

Insofar as Murphy's ability goes, your chronicler is inclined to agree with many observers that his technique is improving. After having witnessed his dogged attempt behind the wheel of his Buick-powered Kurtis at Santa Barbara, Murphy deserves an A for effort.

There are those who would not give Murphy credit for properly reporting the time of day. That is their privilege. Murphy, for this writer at least, is a member of the gang that spends time, effort and money—thereby helping to perpetuate this zany whiling known as "amateur" sports car racing competition.

DOES THE GUY MAKE RACING SENSE?

Murphy is undoubtedly comfortable—financially speaking. He could afford to import an exotic European racing machine. Yet he persists in challenging Ferraris, Maseratis, et al., with his home-made hot rod. It is a patriotic Beau Geste—but does it make racing sense? Briggs Cunningham went the same route—only to wind up in a blind alley.

Actually, Murphy's car is an odd-ball! The chassis is unusually short—more so, for instance, than Bill Stroppe's old Merc-powered Numero 110. Murphy's "Menace" is a cantankerous beast. The tremendous torque developed by his hopped-up fuel-injected Buick V-8 mill on the aforementioned short wheelbase does not help matters any, particularly on hard-cornering in-fighting. It will be recalled that this same job put Johnny Mantz on his head during a Santa Barbara meet in the not-too-distant past. Ken Miles, our Hawkshaw-faced demon driver, has stated that Murphy's steed is somewhat unpredictable in all aspects save one—she'll bite if given half a chance!

NO MATCH FOR FERRARI, MASERATI, D-JAG

From the aspect of weight-to-power ratio the Buick-Kurtis should be ideal. It is not too far behind a 4.9 Ferrari. But for roadability and maneuverability, alas, it presently is no match for the Ferrari, Maserati—or D-Jag (if the latter is properly prepared and driven). Also—and this, as well as the foregoing, is strictly your pundit's opinion—a pushrod overhead valve mill cannot seem to get the revs that an overhead cam job will reach and sustain. There comes a time when the valves of a pushrod set-up begin to float regardless of whether or no solid lifters are used!

However history, human and mechanical, is strewn with the corpses of "experts" who say thus is so and that can never be. Maybe this scrivener's carcass will join the pile of mouldering wrong-guessers. Perhaps Murphy, with the aid of racing mentor Sam Hanks will be able to overcome the basic problem of pushrod versus overhead cams; conceivably they may improve the blunted nosed squatster's suspension and roadability. Your writer wishes 'em luck!

LET'S CUT THIS 'GRAND PRIX' BALONEY

PARTS BIN: . . . Somewhat tiresome indeed are the boastful assertions by officials of race-tracks-to-be that their circuits will host "Grand Prix" factory teams from Britain and the continent. This scrivener predicts that it will be a long time before the FIA schedules any point-snaring matches for tracks west of Sebring and Indianapolis. In first place it takes a trunkful of U.S. dollars for Ferrari, Maserati, Jag or Aston-Martin to ship over cars, pilots and mechanics. And dollars are strictly in short supply across the Big Pond. British and European marques support factory teams and beat each other over the head in competition as a means of ballyhooing their names. Over here automobile makers spend their bucks for glamor ads and publicity releases. When Italian, British, German and French factories begin to export hundreds of thousands of passenger vehicles to this market—then and ONLY then will the parent factories put on racing and speed-enduro exhibits with or without FIA sanction as a means of backing dealers and distributors with sales-impact tours de force. On the other hand if a certain brand new, multi-zillion dollar racing group actually has a zillion or so bucks—they COULD buy the Grand Prix jobs, hire the drivers and pay all expenses. The factories might consider lending their prestige to that sort of an arrangement . . . Pebble Beach, last of the truly glamorous, "amateur" sport car races, is just around the corner. Hotel accommodations are well night gone for the week-end of April 20 to 25.

SO WHAT!

Sixty-five per cent of late model cars (1954 and 1955) in use have automatic transmissions, 28 per cent have power brakes, 22 per cent have power steering.

AH, SPRING!

The average automobile is fitted with some 400 wire springs of about 180 different designs, reports the National Automobile Club.

MOTORING



fo(u)r
FUN

By John Foster
National President, FCCA

I CAN HEARTILY recommend for you enthusiasts within gable distance of Santa Barbara to attend a meeting of the FCCA Santa Barbara. They're a wizard



JOHN FOSTER

bunch of 'types' presided over by that perennial and chairman Fran Brabo. Santa Barbara is the second oldest chapter of FCCA and they meet in a big rambling old house straight out of a Boris Karloff gooseimpier! It's the only meeting place I've attended where you sit in deep settees and lush armchairs. You'll love their informality and keenness for a dice in those smashing canyons back of their lovely hometown.

Easy to find, and no distance at all from Los Angeles. They meet on the second Friday of every month at 8 p.m. at Montecito Home Club. Before entering Santa Barbara you turn right on San Ysidro, go about one mile until you see all the bombs parked outside a typical Charles Adams old house. Knock twice and tell them John sent you!

MONTE CARLO FINISH

Santa Barbara's big annual wing-ding is their 'Semana Nautica' Rally in July, complete with Monte Carlo finish on the Promenade, bags of spectators and always fun. More on this later.

Why don't you jot down on your calendar a couple of these forthcoming events designed just for your pleasure?

On Sunday, April 18, the Santa Anita Chapter of FCCA is staging a really pleasant navigational type rally with a completely unpronounceable title! It will be a four or five-hour effort over the little known and picturesque byways of that wizard rally countryside. The start, always fun and with new and old friends, to greet, is at 08.30 hrs. at the Santa Anita Race Track parking lot (We'd love a gymkhana at the start to limber up!).

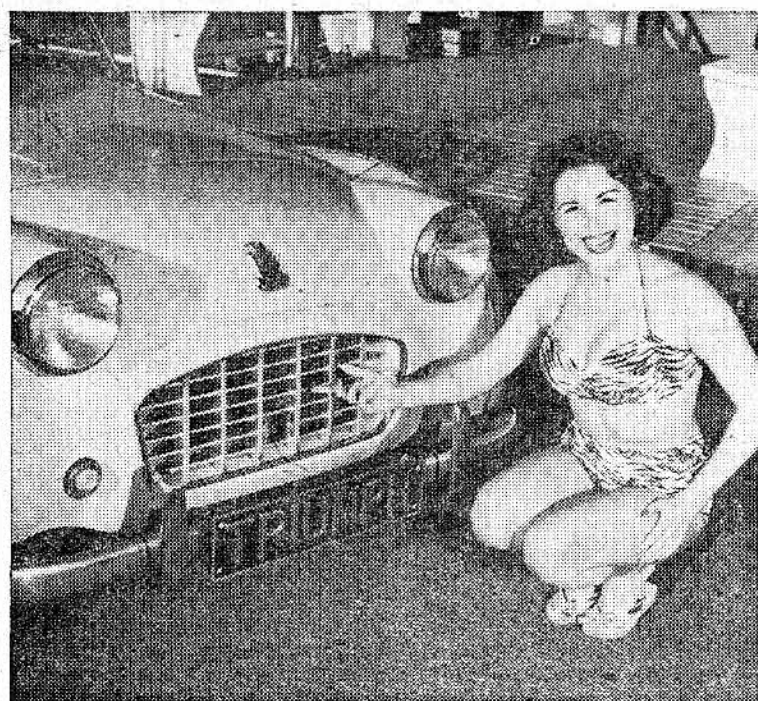
BARLOW SPEAKER

Wednesday evening, April 11, San Fernando Valley FCCA holds its regular meeting at the Woodland Hills American Legion Hall, corner of Fallbrook and Ventura Blvd. Always interesting, this meeting promises to be outstanding as Roger Barlow is scheduled as guest speaker. Roger is MOTORACING'S authoritative columnist on things three cylinder and technical advancements hot from Europe.

Many of us remember him as No. 1 race driver on this coast in the Simca heyday, and when Miles referred only to the distance travelled. Don't miss Roger's talk and interesting movies.

OFF TO LAS VEGAS

Saturday, April 14, at 04.30 a.m. the Glendale FCCA leaves for



Herbert Photo

TWO BEAUTIES—Smooth, flowing lines grace both the 1956 Triumph TR-3 and the curvaceous model, Myrna Fox, who points to the distinctive new TR-3 grille. The speedy English sports car, expected entry in the Pebble Beach National Championship road races April 22, will be exhibited at the 11th annual Sportsmen's Show at Pan-Pacific Auditorium, Los Angeles, April 12 through April 22.

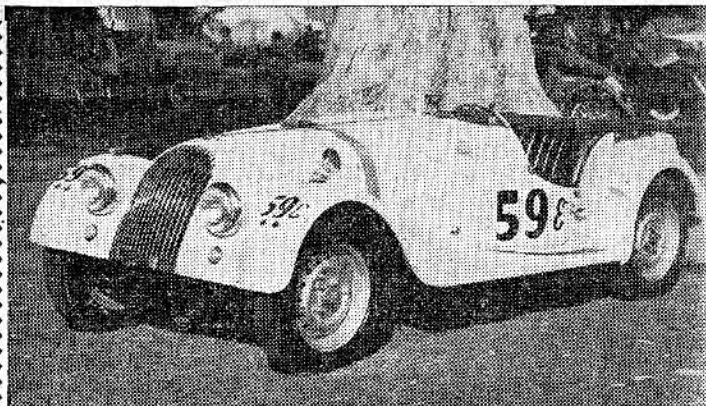
their big annual Rally and Economy Run to Las Vegas. A top-notch weekend of driving and entertainment is planned with gobs of swell trophies for all classes. Everyone invited, obtain entries from your club secretary or at the start—but after April 4 make your own teepee arrangements. Entries for the Monte Carlo

Rally to Pebble Beach Races, April 21, are rolling in from points as far distant as Oregon, Nevada and Arizona. Phone FRontier 27-526 for your entry blank pronto; if you are going to Pebble Beach, you may as well enjoy all the thrills and privileges of this great rally. See you there!



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May 6, 1956

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P.O. Box 6398, Tucson, Ariz.

Competition for Amateur Drivers Over 21

European Scene

By W. Robert Nitske

SEBRING RESULTS SHOULD BRING
GRAND PRIX RACING TO U.S.

THE SEBRING 12-hour International Grand Prix of Endurance was probably the best yet. This event is getting more popular every year and should prove to be the means of bringing real Grand Prix racing to The United States.

The Sebring race is the only FIA authorized sports car race in the United States and, since its results count towards the Manufacturer's Championship for sports cars, it attracts the best international drivers and equipment from interested factories in Europe and, this year, from the United States as well.

The other important sports car races, FIA authorized and counting towards the championship, are the Argentinian Buenos Aires, 1,000 kilometer race, the Italian Mille Miglia, the French 24-hour endurance at Le Mans, the British Tourist Trophy, and the Sicilian Targa Florio.

This year, 60 cars were entered in the Sebring event. There was one Kurtis, leading the displacement field with its whopping 5,593 liter, and one Renault with its 745cc engine bringing up the rear.

BEST SPORTS CARS

In between were the best sports cars the world's manufacturers were able to build. The nine Ferraris were entered by the factory as well as private drivers. They ranged from a 4.954 to three 1.996-liter machines. Next in number were the eight Jaguars, led by the ace factory drivers Mike Hawthorn and Ivar Bueb. This team was to battle the superb Juan Manuel Fangio-Eugenio

Castellotti combination of the prancing horse stable.

The Maserati contingent, with five entries, two 3-liter and three 1.5-liter cars, was well represented and eager to repeat their Argentine victory. The three Aston Martin cars were piloted by Moss-Collins, Parnell-Salvadori, and Shelby-Brooks.

Three Austin-Healy, three Mercedes-Benz, three Arnolt Bristol, three MG, three Lotus, three Deutsch Bonnet, three Porsche, two Morgan, two OSCA, two Cooper, one AC, one Alfa Romeo and one Renault made up the field. Chevrolet had entered four Corvettes, led by John Fitch.

Once the race settled down and the leaders were well defined, it looked as if it would be a repeat of last year's running. The D-Jaguar was in the lead, with a Ferrari on its tail. It was not until the 11th hour that the Jaguar broke under the strain of the pushing Ferrari. The champion team of Fangio-Castellotti had pushed relentlessly the Hawthorn-Bueb team and had caused them to use up their brakes. There would be no controversy this year about the winner!

This year's Sebring event was a great day for Ferrari. The Luigi Musso-Harry Schell car placed second, two laps behind the leaders.

The excellent factory participation at Sebring, with the finest in cars and the elite of drivers present, should do much to urge sponsors to bring real Grand Prix racing to this country.

FORMULA III RACING

By Mike Siakooles

IN SHOPS and garages the Santa Barbara races have been run over again and again. The discussions that arose are as much a part of the sport as the race itself, and the questions that are answered and the problems that are solved will help to make the next race well worth waiting for.

It will be interesting to note that this was one of the biggest 500 fields ever to start here—10 on Saturday, nine on Sunday, with Bruce Kessler winning both easily in his Cooper MkIX.

I have been working diligently on my wife's car and after a last-minute check-up I took it out on the avenue to fire it up. I have discovered, however, that a JAP engine can be gosh-awful temperamental. As Henry N. Manney, III, would say, "When in doubt, use a tow rope." When it began to move, the big Detroit irons looked like all wheels, so back to the shop I went for some nerve pills, content to leave the race driving to the hotshoes.

WHAT IT COSTS

I have been asked many times how much it costs to build a 500cc car. The answer to that depends on a great many things. First and most important of all is whether you are building it yourself or are having it built.

Second, how much loot you have to play with, and third, how fast you want it to go. If you are building it yourself, you will have to be more than a mechanic. You will have to be a designer, machinist, templet maker, blacksmith, fabricator, welder

and body man. These are to name just a few. The rest you will need to find out for yourself.

START WITH ENGINE

The place to start is the engine, since this will be one of the most costly parts. In the U.S. you are governed by two sets of requirements—FIA Formula III and 500cc Club of America. The present regulations of the 500cc Club have been broadened to permit several American motorcycle and automobile engines.

- (1) 750cc (45 cu. in.) "L" head or inline valve.
- (2) 500 cc (30.5 cu. in.) Any combustion chamber. (FIA)
- (3) 250cc (15 cu. in.) Same as No. 2 super charging allowed.
- (4) Two cycle engines permitted. 500cc.
- (5) 5% on displacement overbore permitted for rebuilding.

In my next article I will attempt to explain further the more important and necessary aspects of building your own car.

For more immediate information, contact the 500cc Club of America Inc., 2708 W. Magnolia Blvd., Burbank, Calif.

LONG BEACH LIONS

APRIL 1
Gas Classes (coupe/sedan)—A. Fred Owen, '33 Plymouth, 91.74; B. Bert Beret, '50 Olds, 91.57; C. Eddie Thompson, '55 Chev, 86.47.
Altered coupe/sedan and roadsters—B. Denny Carresasa, Merc., 97.50.
Street roadsters—A. Bill Manning, Merc., 83.37.
Open gas—A. Fritz Voigt, Chrys., 134.12.
Fuel Classes (coupe/sedan)—B. Jim Lindsey, Chrys., 111.66.
Stocks—A. Sandy Neill, '56 Stude, 83.26; B. Bill Hennissey, '56 Olds, 88.23; C. Bill Shobe, '55 Olds, 81.44; D. Harry Lesseas, '55 Chev, 77.25; E. Thorley & Stabloid, '38 Buick, 74.78; S. Jim Yanders, '55 Chev, 73.05.
Sports cars—A. C. A. Hornsberger, MG, 22.07—E.T.: B. W. H. Vincent, '54 Jag., 85.22; C. H. J. Stephan, '55 Corvette, 88.66; D. Don Atkinson, '55 T-Bird, 85.84.
Cycles (gas)—A. Jim Fontaine, Harley, 102.38; B. Johnson-Dudek, Tri., 110.70; C. Willie Fontaine, Harley, 94.33.
Top Eliminator — Johnson-Dudek, Tri., 110.70.
Top time — Fritz Voigt, Chrys., 134.12.

Jag Owner Meet Set April 14

Efforts are now under way to revive the sagging Jaguar Owners' Club, it was learned last week with the announcement that Jack Parkhouse of Parkhouse Motors had temporarily taken over the group's presidency.

All Jag owners and wives are invited to a dinner meeting to be held Saturday, April 14, 8 p.m., at Cafe de Paris, Sunset near La Brea. Tab is \$3.50 per person. Limit is 100. Make reservations by calling ST. 5-2932.

The reorganization plan calls for emphasis on social activities, Parkhouse said.

Permanent officers will be elected after a 90-day period. Now serving with Parkhouse are Bill Millar, Bill Oetjen, Myrtle Newman, Berney Garney and Carl Bartlett.

Tolan Nabs Phoenix 100-Lap Midget Race

PHOENIX, Ariz., March 31.—Denver's Johnny Tolán flew past Johnny Boyd of Fresno in the 72nd lap and won a 100-lap National Championship Midget Auto Race at South Mountain Park here tonight.

A capacity crowd of 5000 saw the show.

With the exception of Tolán, California drivers took the first seven places.

George Amick, Los Angeles, was third; Dempsey Wilson, Lawndale, fourth; Walt Faulkner, Long Beach, fifth; Danny Oakes, Beverly Hills, sixth, and Johnnie Parsons, Van Nuys, seventh.

Tolan's winning time in the 25-mile event, run under U. S. Auto Club sanction, was 24 minutes, 58.03 seconds.



WILLOW WINNER—Flashing victory smile is Termite Jones, Long Beach, who won CRA main event and two other races at Willow Springs last March 25. In headliner he piloted C & T Ardun big car.

Termite Jones Triple Victor

WILLOW SPRINGS, March 25.—Long Beach's young Termite Jones piloted his Ardun-equipped big car to victory in the 25-mile CRA main event, climaxing a triple win here today before 5000 fans. Earlier, he won the five-mile trophy dash and the second of three heat races.

Chuck Hulse actually finished first in the feature, but was disqualified to runner-up position by officials for jumping the gun. Results:

MAIN EVENT (25 miles)—1. Termite Jones; 2. Chuck Hulse; 3. Jack

LOTUS FOR LAUGHLIN

Gary Laughlin, Fort Worth, is awaiting arrival of an 1100cc Mark XI Lotus from London. The racer has a top speed of 135 mph.

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HOLLYWOOD 2-9372

Brunner; 4. Mel Peterson; 5. Don Stanyer, 18mm, 33.45s.
SEMI-MAIN (10 miles)—1. Ray Douglas; 2. Mike Schmader; 3. Tommy Morrow, 10m, 8.25s.
HEAT RACES (7 miles): No. 1—1. Howard Gardner; 2. Hulse; 3. Van Johnson, 8m, 4.60s. No. 2—1. Jones; 2. Brunner; 3. Paul Kamm, 8m, 7.50s. No. 3—1. Stanyer; 2. Jerry Carrie; 3. Ed Tiffany, 8m, 13.75s.
TROPHY DASH (5 miles)—1. Jones; 2. Hulse; 3. Brunner, 3m, 40.65s.

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STRIKING—Previewed here last week and making a hit was the new 2451cc Lancia Spyder from Italy. Applying a Hamilton House lipstick that

matched exactly the flaming Lancia color is Mike (that's right!) Hamilton, well-known sports car racing public relations lassie.

Vignolle & Powell

New Lancia In Debut

British Motor Car Distributor Ltd., with head offices in San Francisco, last week announced opening of a Los Angeles branch devoted entirely to the sale and service of Lancia, most recent automobile import from Italy.

World famous for its amazing abilities, the Lancia boasts several unique engineering features such as the world's only successfully produced V-6 engine along with having the clutch, transmission and differential housed in a unit at the rear of the car between swing axles. The 2451cc, 110 horsepower V-6 engine, employing an aluminum head as well as an aluminum cylinder block, has inclined over-head valves and a dual throat Weber carburetor.

Lancia is available in both a roadster and a five-passenger coupe, according to Kjell Qvale, president of the imported car firm.

The Los Angeles Branch of BMCD, located at 2600 West 7th St., will be under the supervision of Esa Zacharia, who has been associated with the automobile business for 20 years. He operated a dealership of his own in the Middle East prior to coming to the United States, where he has served as general manager for a mid-west distributor for the past five years.



Vignolle & Powell

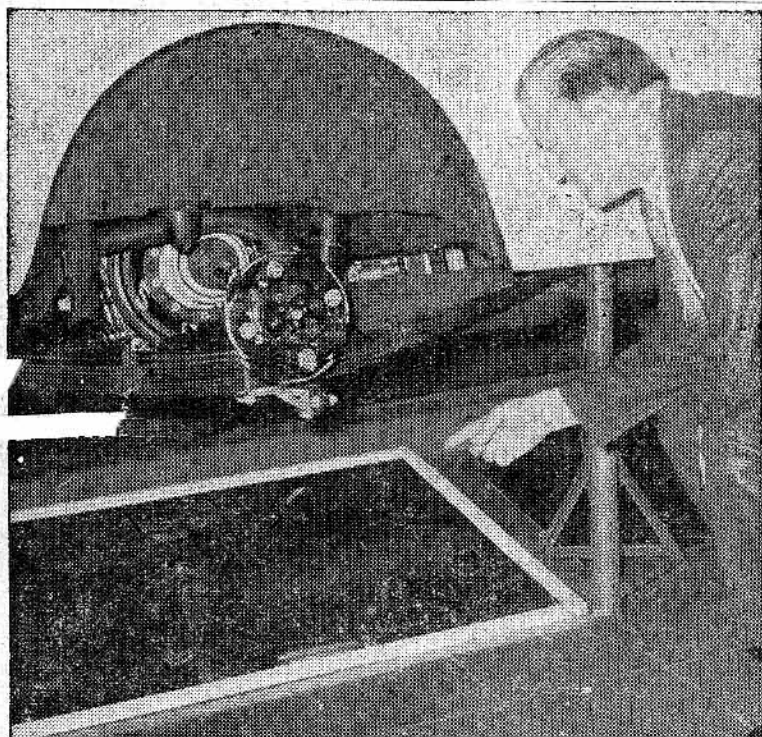
ESA ZACHARIA shows front hub and front end 14-inch drum of new Italian Lancia, previewed here last week.

\$4000 Purses for Sports Car Races

NEW YORK, April 4. — Joe (Jaquie) Ferguson, Jr., announced today the Sports Car Owner and Drivers Association plans two pro races with NASCAR in May, with \$4000 purse each. They will run at Raleigh, N.C., May 5 or 12, and at Martinsville, West Va., May 6 or 13.

Back Issues

Back issues of **MOTORACING** are available at 10 cents per copy. Write to **MOTORACING**, 8826 Sunset Blvd., Los Angeles 46, Calif.



Vignolle & Powell

FEATURES—Esa Zacharia, manager of the Los Angeles branch of British Motor Car Distributors, which handle the new Lancia, points to rear wheel inboard brakes in mirror reflecting underside of new sportster. Another feature is Universal Joints, which are in hub of wheel rather than in front of rear axle.

CLASSIFIED

WANT to sell that car? Looking for a bargain? Something to trade? Services to offer? Looking for a ride? Most inexpensive way to advertise in **MOTORACING** for best results is in the Classified Column.

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1938 CADILLAC. Mod. 65 Fleetwood. 4-door convertible. Just right for restoring. New white top. Front seat recently reupholstered. \$500 full price. Will consider trade for 4-wheel-drive truck. C. A. Woodburn Jr., Orchard 7-4334. 8017 Vicksburg Ave., L.A. 45.

D-B PANHARD. All aluminum body, perfectly maintained. Enjoy successful racing in Class H. \$2200 Bargain. Stan Mullin, 438 So. Spring St., Los Angeles 13, Calif.

MORETTI 750cc coupe, in good condition, spare parts and trailer included—only \$2500. Days, Citrus 2-3195, Evenings, Citrus 1-6221.

FOUR NEW RACING TIRES & tubes, 550x15. 2 Firestone racing and 2 Engelbrecht competition. \$70. Call Chapman 5-6005, days or SY, 4-0027, eves.

VW AND PORSCHE soundproofing pads—Fit under floor mats. VW \$4—Porsche \$5. State year and model. Sport Car Accessories, Box 3302, Glendale, Calif.

FIBERGLASS SPECIAL 95% complete, 90 wb. 1500 lbs. Willys, includes all body reproduction rights. 13133 Bracken, Pacoima.

1956 AUSTIN-HEALEY. British Racing Green, seat belts and fender mirrors installed. 3600 local miles. \$2650. GR. 3-1789 after 5 p.m. week-days. All day week-ends.

AUSTIN-HEALEY engine - transmission-overdrive. Complete. 10,000 miles. Replacing with big bore. Best offer. Penick, 9306 Ellswick Avenue, Los Angeles 45.

USED JAGUAR MARK VII and Renault parts for sale. Call Tom Gifford, PO 5-3243. 11937 Hart St., North Hollywood, Calif.

GEORGE BEAVIS' No. 10 chassis, body and suspension. \$750. Other chassis frames available on request. 11740 Long Beach Blvd., Lynwood. Newmark 2-3661.

LOTUS-CLIMAX. Delivered November, 1955. 4 first, 2 seconds, Class G, in 7 starts. De Dion rear end. Turbo-finned brakes. Borrani wheels. Arrival of '56 Lotus forces sale. No reasonable offer refused. Freutel, SY. 9-5512 or ML 2611.

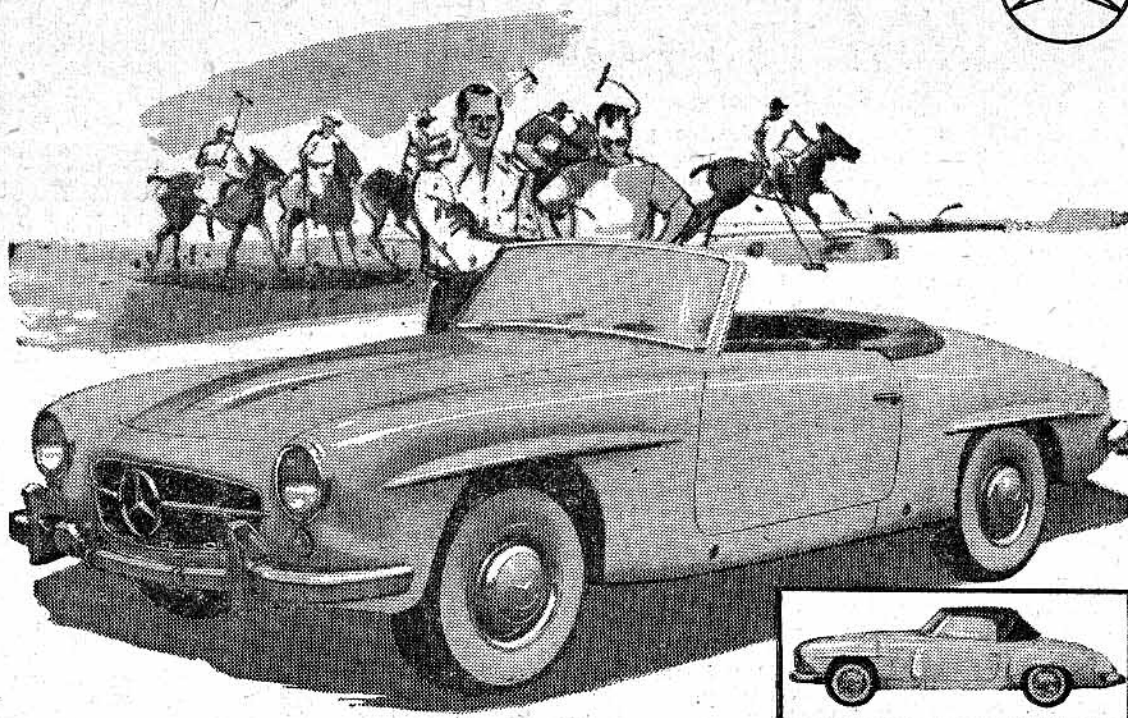
TWO 500/16 NEW TREADS \$12 ea.; 3 600/16 Roadspeed W.W. 2 Model B Winfield carbs. 1 XK racing screen; 4 XK 120/140 knockoff magnesium wheels. 4 premium 600/16 whitewalls. \$20 each exchange plus tax. H. PARROW, CL. 7-0863.

FORMULA III CAR—Cooper Mk V J.A.P. Special lightweight trailer, many spares—Excellent condition. Al Kleinbert, Jr., 444 39th Avenue North, Seattle, Wash. Capitol 5432.

PORSCHE SPEEDSTER—Two new (black) seats—complete with hardware. Best offer. Ben Caplan. Days, AX. 1-0444. Nights, VE. 8-2920.

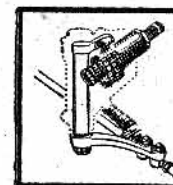
SPLENDID JAGUAR MK-V Drop-head, ivory, black top, band-radio all tools: \$1595 or trade for XK-120. 2409 Main, Riverside, Calif. OV. 3-7511.

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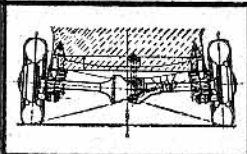


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Dealers from Coast to Coast

Complete Sebring Race Chart

OVERALL PLACES

Car	Class	Drivers	Laps	MPH
1-Ferrari	C	Fangio - Castellotti	194	84.006
2-Ferrari	C	Musso-Schell	192	83.2
3-Jaguar	C	Sweikert-Ensley	188	81.416
4-Aston-Martin	D	Salvadori-Shelby	186	80.6
5-Maserati	D	Behra-Taruffi	186	80.6
6-Porsche	F	Hermann-von Trips	182	78.866
7-PORSCHE	F	McAFEE-LOVELY	179	77.566
8-Jaguar	C	Mena-Gonzales	176	76.266
9-Corvette	C	Fitch-Hansgen	176	76.266
10-Ferrari	E	Rubirosa-Pauley	172	74.533
11-Austin-Healey	D	Stiles-Huntoon	168	72.8
12-Jaguar	C	Cunningham-Benett	168	72.8
13-Arnolt-Bristol	E	Ballinger-Stewart	158	68.466
14-Porsche	F	Marshall-Brundige	158	68.466
15-CORVETTE	C	CRAWFORD-GOLDMAN	158	68.466
16-Deutsch-Bonnet	H	Armagnac-Mercader	155	67.166
17-Arnolt-Bristol	E	Boynon-Peterson	154	66.733
18-A. C. Ace	E	Dressel-Woodbury	154	66.733
19-MG	F	Kinchloe-Spitzer	151	65.433
20-Cooper	F	Ash-Ehrman	151	65.433
21-Cooper	F	Cracraft-Byron	147	63.7
22-MG	F	Allen-Van Driel	139	60.233
23-Corvette	C	Davis-Gatz	136	58.933
24-Lotus	G	Wyllie-Wyllie	99	42.9

INDEX OF PERFORMANCE

Place	Car	Drivers	Class	Index
1	Porsche	Herman-von Trips	F	1.347
2	PORSCHE	McAFEE-LOVELY	F	1.325
3	Ferrari	Fangio-Castellotti	C	1.310
4	Deutsche-Bonnet	Armagnac-Mercader	H	1.302
5	Ferrari	Musso-Schell	C	1.289
6	Aston-Martin	Salvadori-Shelby	D	1.274
7	Jaguar	Sweikert-Ensley	C	1.269
8	Maserati	Behra-Taruffi	D	1.265
9	Ferrari	Rubirosa-Pauley	E	1.264

CLASS WINNERS

Class	Car	Drivers	Class	Car	Drivers
B	Corvette	Fitch-Hansgen	F	Porsche	Hermann-von Trips
C	Ferrari	Fangio-Castellotti	G	Cooper	Cracraft-Byron
D	Aston-Martin	Salvadori-Shelby	H	Deutsch-Bonnet	
E	Ferrari	Rubirosa-Pauley		Armagnac-Mercader	

SERIES PRODUCTION CAR WINNERS

Series	Car	Drivers	Series	Car	Drivers
10	Corvette	Crawford-Goldman	7	Arnolt-Bristol	Ballinger-Stewart
9	Jaguar	Sweikert-Ensley	6	Porsche	Hermann-von Trips

AMONG NON-FINISHERS

Moss-Collins, Aston Martin, wrecked gearbox; Hawthorn-Titterton, Jaguar, brakes; HILL-GREGORY, Ferrari, main bearing out after 4 hours; JACKSON-MOORE-ROBINSON, Austin-Healey, engine failure, 6 hours; BRERO-WEISS, Jaguar, spin, then threw tire, later clutch out, 4 1/2 hours (5th overall at time); CROUZET-KITE, Deutsch-Bonnet, bashed left front fender against hay; Hamilton-Bueh, Jaguar, broken brake line; Ed Crawford-Linge, Porsche, broken spindle left front wheel; Kaplan-Boss, Jaguar, no brakes; Spear-Johnston, Jaguar, broken valve; MacLin-Scott-Brown, Austin-Healey, exhaust pipe; Kimberly-De Portago, Ferrari, sucked in valve; Duncan-Eager, Corvette, threw rear wheel; Erickson-Hassan, Corvette, burned piston; Attaway-Parkinson, Cooper, broken valve; Menditeguy-Perdiss, Maserati, flipped end-over-end; Pola-Enrique, Ferrari, into sand (disqualified); Arnolt-Goldrich, Arnolt Bristol, hit barrel; RUTTMAN-HIVELY, Ferrari, blew oil line, bent wheel, transmission trouble; Chapman-Bastrop, Lotus, unable start in pits; Burns-Scott, Maserati, gear box locked; Lloyd-Brecken, Maserati, gear box trouble; Brewster-Rutan, Austin-Healey, clutch trouble; Rothschild-Hunt, Morgan, broke tie rod.

FANGIO WINS SEBRING ENDURO

(Continued from Page 1)

for millions of dollars of expensive machinery.

Last year the average was 79.6 mph., with 182 laps completed.

They said the D-Jaguars and Maseratis would make it tough for Fangio. That was a laugh, for they pooped out—the Jags with brake trouble, the Maseratis with gearbox jams.

FERRARI SECOND

Another factory Ferrari, Musso-Schell was second, 192 laps, while Bob Sweikert, the Indy winner, and Jack Ensley, D-Jag, were third, 188 laps.

As far as the West Coast contingent was concerned, the best effort—and a notable one—was turned in by Jack McAfee, Manhattan Beach, and Pete Lovely, Seattle, steering John Edgar's Porsche Spyder.

They finished seventh overall, placed second for "index of performance" and second in class F. Ray Crawford, El Monte, and Max Goldman, factory Corvette, were 15th.

McAfee drove all but 3 1/2 hours. They did not make a brake adjustment, and raced with special Porsche tires, finishing with the same set which still had from six to eight hours left.

24 FINISH GRIND

Fangio took to the lead only once by actually driving into it; the other times he zoomed out while the others were in the pits.

After 4 1/2 hours, 10 cars were out, and at the halfway mark, 18 were hors de combat. Twenty-four from a field of 59 finished.

Mike Hawthorn of England was early leader in a Jag, turning 33 laps in two hours. Stirling

Moss was not far behind in an Aston Martin, with Fangio holding down third. During the fourth hour, the Aston Martin petered out.

Fangio moved in front on the 121st lap after Hawthorn's fuel-injection mount went into the pits. Near the 11th hour, Hawthorn went out for good—brakes.

CORVETTE NINTH

A fine performance was the ninth place by the factory Corvette duo of John Fitch and Walt Hansgen. The Ford Thunderbird people took particular note of this, and the rumble is that the T-Bird soon will be in this mad swirl.

Troy Ruttman, Lynwood, Ferrari, was the hard-luck kid. After 30 minutes, he blew an oil line. Later, it was a bent wheel, and, finally, transmission trouble knocked him out at the halfway mark.

Phil Hill, Santa Monica, and Masten Gregory, Ferrari, were through at the four-hour mark—main bearing.

Reports placed the crowd at 47,000, with scads sneaking in. Fangio collected \$3000. Ferrari slice was \$5000, \$4500 for Porsche and \$500 for Sweikert-Ensley.

Complete race chart on this page tells why rest of West Coast entrants and others were forced out.

SANTA MONICA FCCA Monte Carlo Type PEBBLE BEACH RALLYE

\$3 — April 21, 1956

Information and entry form:

Betty Lynch, EX. 8-3933

P.O. Box 34693, Los Angeles 34, Cal.



THESE WERE the West Coast stars to fare the best at Sebring. Top right is Jack McAfee, Manhattan Beach, with John Edgar, North Hollywood, owner of the Porsche Spyder which Jack and Pete Lovely, Seattle, lower photo, drove to seventh overall and second in index and class.

Driver Suffers Skull Fracture

SEBRING, Fla., April 4.—Carlos Menditegy, one of Argentina's leading race drivers, who suffered two fractures of the skull in the International Grand Prix of Endurance, was recovering slowly today.

Menditegy was injured when his car struck a barrier and overturned. He will be hospitalized for some time.

Menditegy is considered second best race driver in Argentina, next to Juan Fangio, the World's Champion.

Santa Rosa Races Carded May 19-20

Racing returns to Santa Rosa May 19 and 20, when the second annual Rose Festival Charity Road Races will be held at the Sonoma County Airport.

They will be held on a fast 3.1-mile course, laid out on access roads and taxiways at the airport. Last year's main event winner, John Von Neumann, Hollywood, was able to hit speeds as high as 135 miles an hour in a Ferrari Monza.

Races are being held in connection with the annual Luther Burbank Rose Festival, presented by the San Francisco Region of the Sports Car Club of America.

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Rallye Roundup

By Buzz De Bardas

GREATEST OF FUN TO STAGE YOUR OWN RALLYE

MUCH HAS been written about the fun of running on a Rallye, and all the words are true. However, there is one phase of Rallyes that is even more enjoyable—and that is putting on your own Rallye.

Now I would like to get into details about the running of your own event. It has been said that the best-run Rallyes, and the ones on which the competitors had the most fun, were those that were given the most thought and work.

If you belong to a Rallye club, it should be simple to get a date about two to three months prior to the Rallye. Step (1) is to pick out a suitable name. Remember, the name might give a hint to the kind of event that you have in mind. If you wish to appeal to people who don't like dirt roads, it would be silly to call it "THE DIRT ROAD RALLYE." I put on a Rallye, named it "THE NO ONE GOT LOST RALLYE," and, to the best of my knowledge, no one did.

COUNCIL HELPS

Step (2), and if your club belongs to the Southern California Council of Sports Car Club, you might try to get the event listed on the Council calendar. If it has council sanction, all competitors know that it will be a top event, and you are assured of a large turnout.

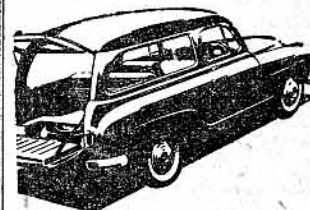
Step (3) may be to get an auto club map and plan where you might be going, also a

rough idea of the distance and a guess at the time. Then, plan on a starting place, and, if you plan on 100 cars, you must have an area large enough from which to start them.

Step (4) will be to get permission to use this starting place. Usually a phone call will get you an O.K., and then your letter to the owner of the lot, or area, advising that your

(Continued on Page 11, Cols. 4-5)

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Clyde King
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Santa Ana, Calif.

Joe White Hudson Motors
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La Mesa, Calif.

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PEBBLE BEACH

National Championship Sports Car

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April 22, 1956

First Race 10 A.M. CONCOURS d'Elegance
Tickets \$2.00 Saturday, April 21
Free Parking 11 - 5 P.M. No Charge

Sponsored by the Sports Car Club of America
Benefit Monterey County Heart Association



Myra's Clipboard

By Myra Jones

DATA ON NON-FINISHERS
AT SANTA BARBARA

Santa Barbara Road Races-California Sports Car Club, March 17, 18, 1956

THE CLIPBOARD'S Triumph Terrier shared clutch problems with the D and C, aggravated by fouling plugs. In other words, my "ride blew up" and I was just a pushin' most of the day. Thanks to **Ernie McAfee**, **Don Ricardo**, **Gary Pedigo** and **Cam Cooper's** friend for trying to start it. I have turned it over to my chief mechanic and now it is spread all over the garage. It will be running next time, I betcha.

Some statistics: 181 entries. 170 cars started in 8 races Saturday, 141 cars in 6 races Sunday. Total of 311 cars had a chance for trophies. (Remember, some of those cars were driven a second time on Saturday for the Ladies' Race.) 59 cars did not finish during the two-day meet.

Elmer Ballard, chief mechanic for **Nick Pastor's** No. 149 modified Triumph Tr2, is so proud of the beautiful plaque presented to him by **Pat** and **Bob Sawyer** in appreciation for his great pit work during the past year.

Hal Hamilton, founder of Scuderia Adelante, is in the Army at Fort Bliss, Texas. Santa Barbara is his home town and his friends expected him to fly in with his new Speedster, but he evidently couldn't get a pass.

Jim Kadin's Austin Healey Le Mans No. 117 was hit by a Jag in practice. Bent right front end.

Jim Peterson's Dyna Panhard No. 15 ran out of gas on turn 9 during practice. He had made 48 miles per gallon on the San Fernando Valley FCCA Friday Run, but—**Bill Johnson** and **Chuck Jones** were so proud of their new Mercury-Velocita (Italian for speed) No. 49 it is their own aluminum body design which took them two years to build. It has a new type fin. The engine didn't hold together this time and they report they will use an Alfa engine next time.

No. 78, **Doug Smith**, better known as "Green-Tie Smith," had a beautiful white shamrock with his number painted in green on his Borgward sedan. No. 129, **John Lawrence**, also had a shamrock background for his number on his MGTD MkII. The St. Patrick's Day influence was seen on many other cars. No. 222, the new Goss MG Special had trouble with the hydraulic cylinder on the clutch. They were busily taking out and replacing parts. They also found that the swing axle torsion bars are not adjusted properly yet.

No. 25, the white OSCA, driven by the mechanic during practice, went into turn 1 too fast, hit a hay bale, bent the whole tail section and split the gas tank. **Dick Troutman** made repairs so that the car was ready for **Cy Yedor** in race 6. No. 126, **Donald Brauer**, pulled into the pits during race 2 when he thought he had a flat tire. He finished the race and later found he had broken spokes in the wheel of his TC. No. 10, **George Trev-**

ett, said that he was stuck in 4th gear after the third lap in the second race when the shifter finger broke on his MGTD.

No. 30, **Bruce Turner**, and his pit crew were busily replacing an axle Sunday morning which had broken on his TD during Saturday practice. No. 203, **Tony West**, threw a rod on his TD during race No. 2. They repaired it in Santa Barbara Saturday night and were ready to run on Sunday, but something must have happened again 'cause he didn't get on the grid. No. 159, **Dr. William Eschrich** had a lot of fun experimenting with his new Potus-Lotus + Porsche. He did a right fancy spin coming onto the main straight. When he gets the bugs out, it should be a "going" machine.

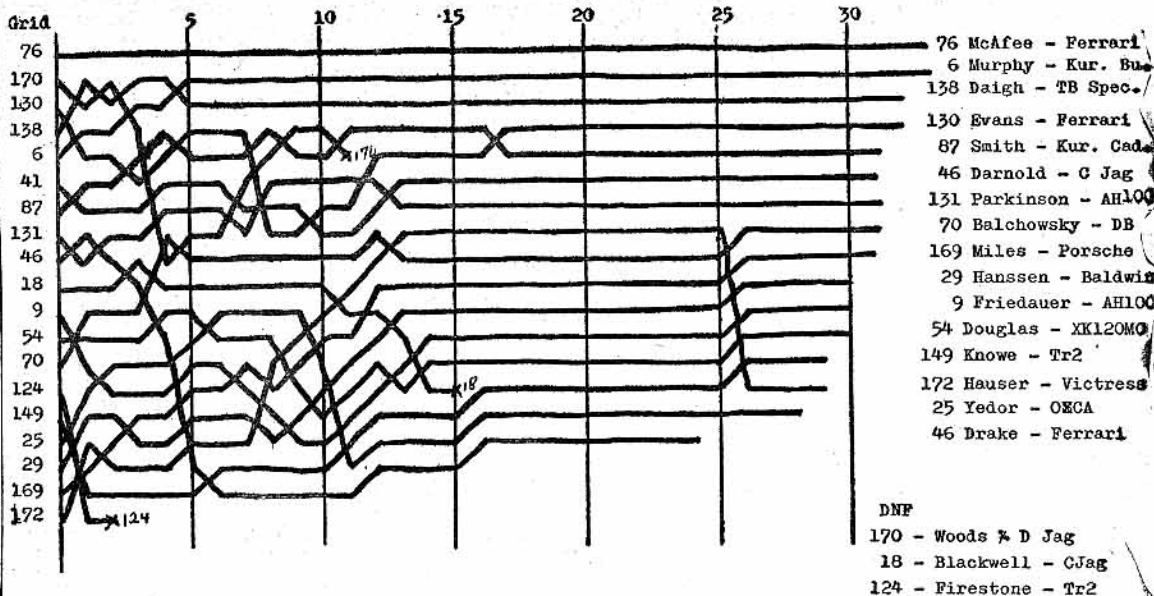
No. 145, **Lew Spencer**, returned to the pits during the consolation race to remove a bent fender. **Bob Jones** had lent him a TC wheel so he could race on Sunday after he had lost the spokes on his own wheel Saturday. No. 63, **Pete Vanlaw**, had come to the pits to fasten the bonnet on his TD. He went out and finished the race. No. 122, **Johnny Martin**, lost the oil cap on his Singer. He now has a well-oiled engine, but he finished the race. No. 114, **Stan Bucklein**, was having trouble with a slipping clutch on his Panhard Special. He stopped several times during race 10. At least one he squirted fire extinguisher fluid on it.

No. 47, **C. K. Enoch**, had a bent left rear wheel on his Crosley Special. He changed during race 10 and finished second in class H. No. 111, **Hal Landaker**, had trouble with fouling plugs on his new little Fiat with a Harley-Davidson engine. No. 152, **Jay Chamberlain**, came into the pits during race 10, waving his shift lever. It had come out of the socket. He made repairs, returned to the race and placed second in class G. One of the announcers had a choice remark. He said **Ernie McAfee** has two speeds—sitting still and flat out.

No. 6, **Bill Murphy**, has one of the busiest pit crews. They were constantly "fixing and checking" something. At one time they decided to change the mixture, since it was running too lean. One-half hour before the race they had the wheels off, rechecking the brakes. His Buick-Kurtis certainly should run with all that expert help. **Ernie McAfee** lapped the entire field with the OSCA. The OSCAs placed 1-2, while the Porsche Spysiders placed 3-4. No. 156, **Dr. Troy McHenry**, broke the supercharger belts and water pump belts on the Cad-Alland, one and one-half laps from the end of the race.

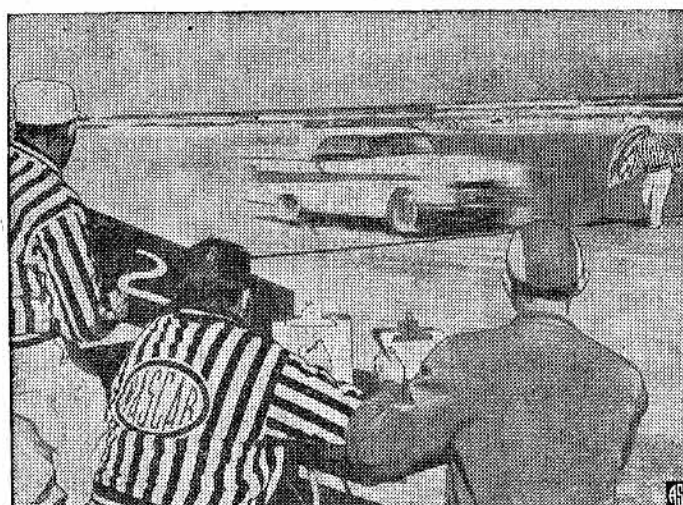
No. 46, **Bob Drake**, was having Ferrari clutch trouble during race 12. He took first in class E, in spite of spending about nine laps in the pits. No. 22, **Bob Rhein**, has named his MGTD, "Lil Miss Carriage." No. 170, (Continued on Page 11, Cols. 4-5)

YES, IT WAS ERNIE McAFFEE ALL THE WAY



GRAPHIC CHART by Myra Jones of MOTO-RACING shows just how the main event went at Santa Barbara recently. Left-hand column lists positions on the grid, with figures at top indicat-

ing laps. Column at far right shows position of finishers, with **Ernie McAfee** (4.4-liter Ferrari) on top. Heavy black dips indicate cars either dropping out or losing their positions. Dig it?



DAYTONA BEACH, FLORIDA—Breaking all U.S. stock car acceleration records for a measured mile, the new 240-horsepower Plymouth Fury crosses the finish line in Daytona Beach run supervised by NASCAR. The Fury also set a new record of 124.01 mph in its displacement class for the "flying mile". In the acceleration run from a standing start, the car averaged a record 82.54 mph.

Amick in USAC Midget Go Apr. 14

Last week **George Amick** became the first driver to sign an entry blank for 100-lap USAC National Championship midget auto race Saturday night, April 14, at Gardena Stadium.

The race will be one of the final tuneups for the "big name" drivers before they head for Indianapolis.

Amick is regarded a strong contender in the "500" this year in his rookie season there.

Tony Bettenhausen, **Johnnie Parsons**, **Troy Ruttman**, **Jimmy Reece** and **Johnny Tolan** are expected to compete.

PUBREL BOSS

Anthony G. De Lorenzo has been named director of public relations for General Motors Corporation.

AUTO SURVEY

More than 100 Packard and Clipper dealers, in major market areas, will participate in a nation-wide program to gauge public opinion on concepts in product development and advancement. Their findings will be studied by Packard-Clipper division product planning department.

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T-Bird - Corvette Race Planned

The Ford Thunderbird vs. the Chevrolet Corvette!

Such is the prospect in store for fans at the road races slated for May 19-20 at Minter Field, Bakersfield.

Although the sponsoring California Sports Car Club has made no announcement, it is understood plans are underway to line up two teams for a match that should cause no end of talk.

The Bakersfield course will be blazing fast, embodying two 3000-foot straights, one of which lengthens an additional 1000 feet through a 150-mile-an-hour turn.

With the exception of one turn, all are unusually fast.

KELLER RETIRES

DETROIT—Chrysler Corporation's board of directors chairman, **K. T. Keller**, will not be a candidate for reelection at the April 17 meeting. He'll remain with Chrysler as consultant.

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Final Results 1956 Mobilgas Economy Run

CAR NO.	MAKE	PLACE IN CLASS	MILES PER GALLON	TON MILES PER GAL.	ENTRANT	Driver
SPECIAL LIMITED DISPLACEMENT CLASS						
1	Rambler De Luxe 6	1	24.3545	48.2218	Nash & Hudson Dealers of Southern Calif.	Tommy Thomas
6	Studebaker Champion 6	2	20.0467	39.7426	Universal Specialties, Denver, Colorado	Bob Russo
CLASS A—LOW PRICE CLASS—\$1500 TO \$2000						
8	Chevrolet Bel Air Sport Sedan 6	3	21.1715	47.2124	Southern California Plating Co.	Pete Novotny
20	Chevrolet Bel Air Sport Sedan 8	4	20.7032	46.3752	Rush Chevrolet, Gardena	James L. Rush
9	Ford Fairlane Victoria 6	Disqualified			Ford Dealers Adv. Assoc. of So. Calif.	Bill Hooks
22	Ford Customline Victoria 8	1	20.5217	47.7443	Ford Dealers Adv. Assoc. of So. Calif.	Marshall Martin
16	Ford Fairlane Victoria 8	5	18.7496	44.2490	Ford Dealers Adv. Assoc. of So. Calif.	Don Rice
15	Plymouth Belvedere 8	2	20.6793	47.7381	Bob Estes, Inglewood & Mer. Dirs. Adv. Assoc.	Art Kene
CLASS B—LOW MEDIUM PRICE CLASS—\$2001 TO \$2400						
19	Mercury Montclair Phaeton	3	19.1552	47.6965	W. R. Shadoff, Plymouth, Pomona	Art Elliott
12	Pontiac Chieftain Catalina	1	21.1098	51.7297	Greer-Heldeman, Los Angeles	Pierce/Venable
18	Dodge Coronet 500 V8	2	20.9012	50.1419	Los Angeles Dodge Dealers Assoc.	William/Losher
CLASS C—MEDIUM PRICE CLASS—\$2401 TO \$2700						
11	Nash Ambassador Special V8 Super	2	20.7124	47.9907	Carl Chakmakian, Dearborn, Mich.	C. Chakmakian
2	Hudson Hornet Special V8 Super	3	20.4894	47.4944	Lee Hamer, San Fernando	Lee Hamer
10	Oldsmobile 88 Holiday De Luxe	1	19.7044	50.8077	Bob Yeakel, Wilshire Olds; Paola Olds, La Crescenta	Woody Bell
21	Nash Ambassador Super 6	Withdrawn			Nash Dealers of So. Calif.	Les Viland
CLASS D—UPPER MEDIUM PRICE CLASS—\$2701 TO \$3300						
3	De Soto Fireflite Sportsman	3	17.8341	47.3496	Hart Fullerton, Santa Monica	Danny Eames
5	Buick Super Riviera	2	17.7798	48.9566	Bill Murphy Buick, Culver City	Don Bridges
17	Oldsmobile 98 Holiday De Luxe	1	18.6694	50.9488	Paola Olds, La Crescenta; Bob Yeakel, Wilshire Olds	Ray Brock
CLASS E—HIGH PRICE CLASS—\$3301 TO \$10,000						
7	Buick Roadmaster Riviera	3	17.4191	48.2510	Bill Murphy Buick, Culver City	Al Cottle
4	Imperial Southampton	1	21.0420	61.3796	Mel Alsbury, Hollywood	Mel Alsbury, Jr.
14	Packard 400	2	18.0750	50.3207	Earl C. Anthony, Inc.	Dick Johnson

*SWEEPSTAKES WINNERS:

1. Imperial Southampton - 2. Pontiac Chieftain 3 Oldsmobile 98 4 Oldsmobile 88

Economy Run To Alsbury

(Continued from Page 1)

miles per gallon, and at the finish line he was still just under 10 miles better off than the Pontiac Chieftain Catalina.

Mel is vice-president and general manager of his father's firm.

During the long, rugged run, drivers were confronted with cold, snow and practically every form of weather—yet the miracle mileage of 48.6511 ton-miles per gallon was achieved by the field, with a miles per gallon average of 19.9536, still somewhat better than most cars obtained in day-to-day driving.

AMAZING MILEAGE

Until the last day, when the machines were called upon to traverse the two-mile high climb between Grand Junction and Colorado Springs, the cars had maintained an amazing ton mileage of 49.4720 and a miles per gallon of 20.2862.

Winning the special class for limited displacement cars, and attaining the highest actual miles per gallon of all cars, was the Nash Rambler, with 24.35. Its ton-mile mark was 48.22. Drivers were Long Beach, Calif., father-son team of Tommy and Jack Thomas.

FORD SCORES

In the close race in the low-price class, which has been a hectic battle between the Ford Customline Victoria 8 and the Plymouth Belvedere 8, the victor was Ford with a ton-mile mark of 47.76 over its rival's 47.73. Actual miles per gallon for the Ford was 20.52, for Plymouth 20.67.

The Mobilgas run, according to A. C. Pillsbury, chief steward of the supervising United States Auto Club, is held to demonstrate the efficiency potential of America's stock cars. Today's finish demonstrated with convincing proof the mileage possibilities when cars are properly maintained and driven.

Complete results in all classes are found in comprehensive chart on this page.

FILL 'ER UP?

Service station sales for 1955 were estimated at 12½ billion dollars, an increase of \$961,000,000 over 1954.

NEW CHIEF

Ben Halsell heads up the Texas Co.'s merchandising and promotional activities for Texaco dealers nationally.

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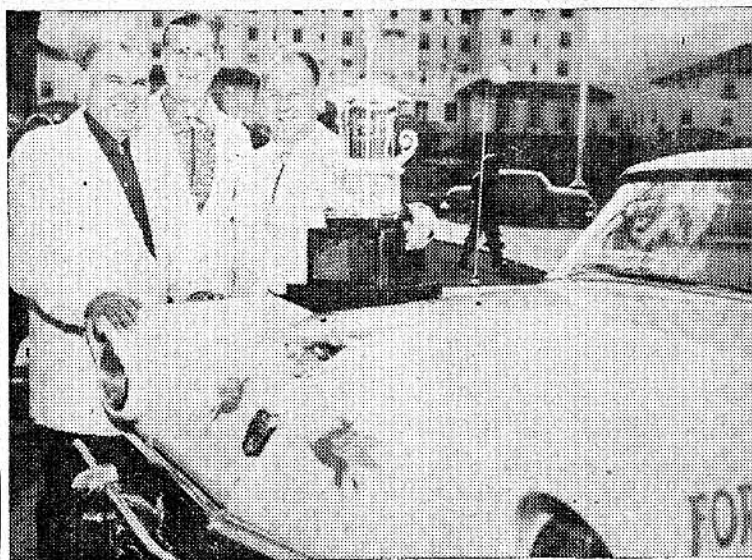
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YOUR IMPERIAL MAJESTY — And this is it — the Chrysler Imperial Southampton—the sweepstakes champion, whose ton-miles per gallon winning mark has been exceeded only once in the history of the Mobilgas Economy Run. A. L. Nickerson (left), president of Socony Mobil Oil Co., and John C. Sample, (center) vice-president and director of marketing for GP, congratulate Mel Alsbury Jr., driver and son of the man who entered the car—Mel Alsbury of Hollywood.



ONE OF POPULAR VICTORS—The Ford Customline Victoria 8 came under the wire first in the low price class—the popular field —of the Mobilgas Economy Run. Here, with winner and trophy, are the driver (left), Marshall Martin; Walter Cooper, center, of Ford Motor Co., and Phil Johnson, representing Ford Dealers Advertising Ass'n of So. Calif., which entered the fast-moving Ford team.

Press on Regardless Rally Set May 12-13

Carlyle Blackwell has announced plans are moving forward rapidly for the 12-hour Press On Regardless Rally, slated May 12-13 to Las Vegas. Limited to 100 entries, it ends Saturday noon at the New Frontier Hotel, headquarters.

All comers are invited. Entry fee is \$20 per couple, which includes lodging and a royal hunt breakfast for two.

Event is being held during Hellsdorado Week, insuring a rollicking time. A scenic and exciting route is set, says Rally-master Blackwell.

Trophies go through 15 places for both driver and navigator, with a premiere and team awards also slated.

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GETTING THE DOPE—Gus V. Vignolle, editor of MOTORACING, interviews Mel Alsbury Jr. in front of the Broadmoor Hotel in Colorado Springs shortly after he crossed the finish line for the coveted Sweepstakes Championship in the Mobilgas Economy Run March 22. He won with Chrysler Imperial Southampton. Looking on proudly at right is driver's father, Mel Alsbury, who entered the car and had sought victory for six of the nationally-famous Economy Runs.



BELL RINGS UP A WINNER—Woody Bell (right) beams with pride over the Oldsmobile 88 Holiday DeLux, which he had just driven to a first in the medium price class, as well as a fourth in the sweepstakes. Pete Paolo (left) and Link Paolo, of the co-sponsoring firm of Paolo Oldsmobile, La Crescenta, join in the happy grins.



HONORS FOR CHIEFTAIN—Bill Greer, who entered the car (left) and Pierce Venable, who drove it, smile triumphantly beside the Pontiac Chieftain Catalina which had not only won the low medium price class championship in the Economy Run, but had been runner-up in the sweepstakes, too. The Pontiac got 21.1098 miles per gallon.



ONE OF THE WINNING TWINS—Ray Brock (left), who drove, and Bob Yeakel, who was a co-entrant on the Oldsmobile team, congratulate each other on the Olds performance in the Economy Run. The 98 Holiday DeLuxe shown here won its upper medium price class, was third in the sweepstakes. Car also won its class.



MILES PER GALLON CHAMP—These three men—R. R. Compton (left) western division Nash sales manager; Tommy Thomas (center), the driver, and Lew Sumpter, western division Hudson sales manager, had plenty of reason for hugging that trophy. The Rambler, which Thomas piloted, had won the special limited displacement class and had made the best miles per gallon in the field—24.3545.

LETTERS TO THE EDITOR

(Continued from Page 2)

ing promoters and our arrangements with them have been most satisfactory.

A column entitled "SCODA TOPICS" appears in the weekly publication ILLUSTRATED SPEEDWAY NEWS and carries our sports car news.

Many thanks for your item on our elections and for the copies of your last two issues which our publicity girl has forwarded to the members.

Fred Pfisterer

Sports Car Owners & Driver Assn.
(Sports Car Division of NASCAR.)
Albertson, N.Y.

PLUG FROM WRITER

Your newspaper was passed on to the writer by a subscriber last week. Frankly we think it's terrific. . . . and will tell our readers the same this Thursday in the writer's weekly Sport Car Column, "Sports Car Rally."

Took it home Friday nite and couldn't let loose of it until we'd covered every paragraph.

Congratulations!

Josh Hogue,
Sports Car Editor,
San Francisco Chronicle

HOGUE READER

Josh Hogue, in his column "Sports Car Rally" in the S. F. Chronicle (Thursdays!), seems to think "Motor Racing" is well worth the price.

OK.

Ashton Brown,
San Francisco, Calif.

KIMBERLY IN FOLD

Enclosed is check for \$8 in payment of four one-year sub-

scriptions to MOTORACING. I wish these subscriptions to be entered in the names of:

James H. Kimberly, William B. Lloyd, Fred P. Stratton, Ben F. Harris.

James Rowland Lowe,
San Francisco, Calif.

NORTHERN READER

Enclosed herein is my check for a subscription to your fine little newspaper. I certainly have enjoyed reading the past issues and find your publication to be a refreshing addition to the sports car news media. Lots of success for the coming year. Your coverage of northern events would be appreciated.

Chick Leson,
Oakland 7, Calif.

NEW YORK APPROVAL

I would like to congratulate you on the excellent presentation of your newspaper. We feel your newspaper is a vital link for the sports car enthusiasts between the monthly publications.

Wishing you every success for the future.

Alan F. Bethell
Standard-Triumph Motor Car
Co., Inc.
New York 16, N. Y.

DKW DRIVER

Will you please start my subscription with your issue Vol. 1, No. 8, dated Jan. 27-Feb. 3, 1956, as there is an article on the two-cycle DKW engine in which I am interested. I also own a DKW.

Kenneth Bergan,
Fargo, N.D.

BACK TO OLD AAA TUNE AGAIN

(Continued from Page 1)

"In a recent bulletin members were advised that they could compete in non-sanctioned events providing that the sponsoring groups had equal hospital benefits, safety standards and that there was no conflicting date. After trying this plan out, the sports commission finds it is impossible to ascertain the fulfillment of these conditions, and to exercise the proper control. Trials of this program have proved to be an undue burden on those members and promoters that wish to give USAC their whole-hearted and unqualified support, therefore members are hereby notified that there can be no participation in any event that is not sanctioned by USAC—Duane Carter, Lujie Lesovsky."

'NOT FAIR TRIAL'

Ross' laconic comment was: "URA policy remains the same. We haven't closed the door on anyone. It is generally felt by the racing fraternity that USAC did not give it a fair trial."

The URA statement epitomizes the feeling of most of the racing fraternity — that USAC did not give its alleged "no outlaw" policy a fair shake.

There were many arched eyebrows one month ago when Carter declared, "As far as we are concerned the word 'outlaw' does not exist."

At that time Ross said, "This proves USAC intends to help, rather than dominate, the race picture as did AAA," calling the move a shot in the arm for Coast racing and the speed sport as a whole.

'CHECK WITH USAC'

Original USAC intention would have allowed drivers to race in their own associations, come over to USAC and compete, go back to their own group, and return to USAC without penalty. This was impossible under the antiquated AAA Contest Board.

USAC has advised drivers and car owners to check with USAC regarding entry in non-sanctioned events, adding, "The recent 'statement of policy' issued by Director of Competition Duane Carter . . . will supersede all previous announcements."

Seafarers Rally Set By Douglas SCC

The Douglas Sports Car Club, Inc., Santa Monica, announces its Seafarers Rally for Sunday, April 15. First car leaves the Douglas Aircraft parking lot, Ocean Park Blvd. and Bundy Dr., at 9 a.m. The rally will last about four hours. Entry fee is \$2 per car. An optional lunch will be available at the finish at \$1.75 per person.

All enthusiasts are invited. Call Ken Kadoch, rallymaster, GR. 8-6145, evenings, for further details.

NEW HOUSE ORGAN

Valvoline Oil Company's advertising director, Robert Baughman, announces a new house organ titled Valvoline News. For info, write him at Freedom, Pa.

MORE OF MYRA'S CLIPBOARD

(Continued from Page 9)

Pearce Woods, found that with the extra weight of gas in the back end, the D Jag was handling better.

No. 132, Duane Feuerhelm, did not even get started in the 500cc race. He broke the stub axle when he was warming up . . . No. 54, Jack Douglas, finished the main event locked in third gear in his Jaguar XK120MC . . . No. 58, Dusty Miller, ran the last 40 minutes in high gear when the clutch housing broke on his MG Special.

The good sportsmanship in the Impound Area was especially noteworthy. Most of the drivers were most cooperative with the Tech Men. Many went out of their way to congratulate their competitors.

Guests at the Victory Banquet for the Santa Barbara Road Races enjoyed the Old Golds through the courtesy of Cal Howard of "Truth or Consequences" and "CSCC News Cover Cartoon" fame.

A note from Bill Gilchrist of the San Diego Junior Chamber of Commerce says that the golf courses won at Torrey Pines, but they are in the process of establishing another course. Let's hear more about it, Bill.

My next Clipboard should be from Pebble Beach, April 21-22 and I hope I will see some of my friends in the pits. Remember, I am looking for sidelights on the cars and the drivers, so if you have interesting notes, be sure to stop me and let me write it down.

HOW TO STAGE YOUR OWN RALLYE

(Continued from Page 8)

club will assume all responsibility for the place and will keep it clean. Then, make sure that some nut doesn't turn the

area into a race course while waiting for his turn to start on the Rallye.

GET PERMISSION

It is also wise to get a letter stating that you have the owner's permission to use the area if he will not be there at the time you start. Remember, if you start in town, some old crab is apt to call the police.

Next issue—more on putting on your own Rallye . . . By the way, I'm putting on the "NO ONE GOT LOST RALLYE" again Saturday nite, April 28, (PLUG).

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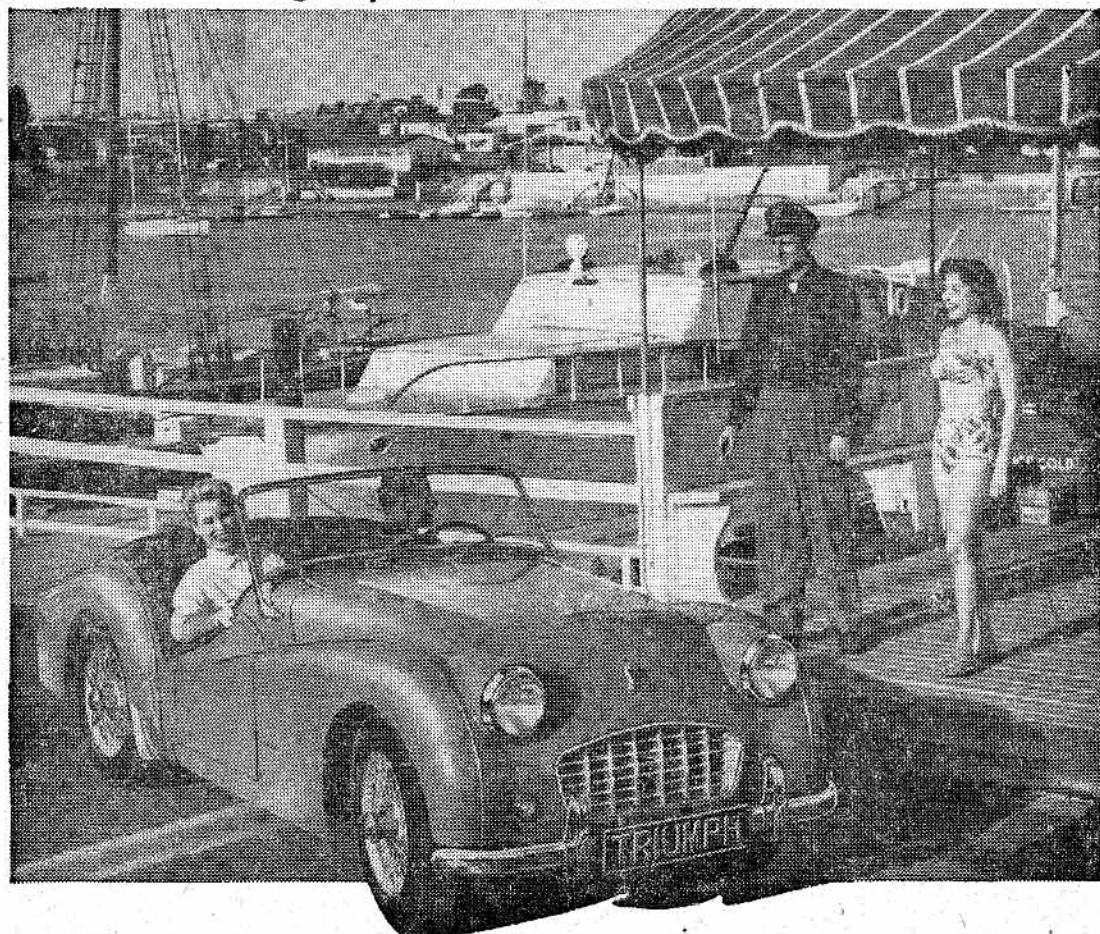
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